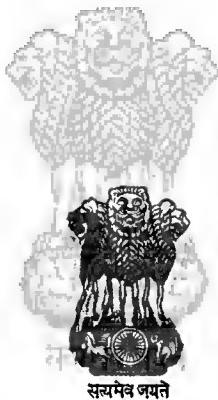


**Report on the Continuance  
of Protection to the Bicycle  
Industry Bombay 1957**



**TARIFF COMMISSION  
GOVERNMENT OF INDIA**

*Price: Rs. 4 or 6sh. 6d.*

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GOVERNMENT OF INDIA  
MINISTRY OF COMMERCE AND INDUSTRY (DEPTT. OF  
HEAVY INDUSTRIES)

New Delhi, the 18th July, 1957.

RESOLUTION

Tariffs.

**No. 7(1)-T.P./57.**—The Tariff Commission has submitted its Report on the continuance of protection to the Bicycle Industry on the basis of an inquiry undertaken by it under Sections 11(e) and 13 of the Tariff Commission Act, 1951.

Its recommendations are as follows :—

- (1) Protection to the bicycle industry should be continued for a further period of three years i.e., upto 31st December, 1960, and the protective duties on the articles specified in items Nos. 75(5), 75(6), 75(7), 75(7A) and 75(8) of the Indian Customs Tariff Schedule should continue at the existing rates.
- (2) The existing administration of the rules relating to the import and assessment to duty of Roller chains of  $\frac{1}{2}'' \times \frac{3}{16}''$  dimensions leave scope for abuse by importers, but a solution involves technical investigation. Such investigation should be made and steps taken to stop the abuse as it impinges on the effectiveness of the protection granted to manufacturers of bicycle chains of standard dimensions.
- (3) Government may re-examine the present import licensing policy with respect to raw materials and components with a view to removing any undue hardships suffered by producers other than the four large units.
- (4) Licences for imports of rims should not be granted unless the production of rims by Dunlop Rubber Co. Ltd., and Wheel & Rim Co. of India Limited, the two ancillary producers on the one hand, and Hind Cycles Ltd., and Nundy and Company Limited, (who have surplus capacity) on the other, are found to be inadequate to meet the country's needs.
- (5) Certain components such as rims, spokes, chains, freewheels etc. should be recognised as suitable for development by independent ancillary units, and fresh licences for the manufacture of such components and accessories should be granted only to independent units which are established specifically for the purpose and not to manufacturers of complete bicycles.
- (6) All manufacturers licensed under the Industries (Development & Regulation) Act, 1951, should be directed to furnish the Commission monthly with figures relating to their production, sales, stocks and prices.
- (7) When additional capacity is required for the manufacture of bicycles, prior consideration should be given to the desirability of allowing some of the existing units which are at present restricted to single shift working to work double shift.

(ii)

- (8) The Indian Standards Institution should re-examine the tentative standards which have been laid down and the draft standards under circulation in the light of the complaints by a section of the Industry that they contain superfluous details and create practical difficulties for producers.
- (9) The Indian Standards Institution should expedite finalisation of the standards relating to bicycles and components.
- (10) As Dunlop Rubber Co., Ltd. expands its production of rims it should, as far as possible, allot the additional production equitably among the various cycle manufacturers instead of reserving it exclusively for the units to which it sells rims at present.
- (11) All the manufacturers should assist the Indian Standards Institution in the work of finalising standards and avail themselves of the facilities offered by it for certification.
- (12) The leading producers of bicycles in the country should endeavour to find out export markets for their bicycles in the neighbouring countries where products of Indian manufacture enjoy a measure of goodwill.
- (13) The existing two Associations of manufacturers of bicycles should amalgamate as early as possible.

2. Government accept recommendation (1). The protective duties on the relevant tariff items have, however, been rounded off and modified with effect from the 16th May, 1957, under the Finance (No. 2) Bill, 1957. Necessary legislation will accordingly be undertaken in due course to continue protection to the industry at the revised rates of duty in force at present.

3. Government have taken note of Recommendation (2) and suitable action will be considered in due course in the light of the results of the technical investigations.

4. Recommendations (3) and (4) have been noted and will be taken into consideration along with other relevant factors while formulating the import policy from time to time.

5. Government have also taken note of recommendations (5), (6), (7), (8) and (9) and steps will be taken to implement them as far as possible.

6. The attention of Dunlop Rubber Co., Ltd. is invited to recommendation (10).

7. The attention of the Bicycle Industry as also The Cycle Manufacturers' Association, Calcutta, and the All India Cycle Manufacturers' Association, New Delhi, is invited to recommendations (11), (12) and (13).

## ORDER

ORDERED that the Resolution be published in the Gazette of India and a copy of it be communicated to all concerned.

S. RANGANATHAN,  
*Secretary to the Government of India.*

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## **REPORT ON THE CONTINUANCE OF PROTECTION TO THE BICYCLE INDUSTRY**

The first inquiry into the claim of the bicycle industry to protection was held by the Tariff Board in November, 1946, and acting on its report submitted during the same month, the

**1. Previous tariff inquiries** Government of India, by a Resolution issued in March, 1947, decided to convert the then existing revenue duties of 36 per cent., *ad valorem* (standard) and 24 per cent. *ad valorem* (preferential)

into protective duties at the same rates, the duties to remain in force until 31st March, 1949. The second inquiry by the Board took place in December, 1948, and a report was submitted to Government in January, 1949. The Government of India, by a Resolution issued in April, 1949, accepted the Board's recommendation to continue protection to the industry for a further period of three years i.e., till 31st March, 1952, and increased the protective duties on bicycles to 70 per cent. *ad valorem* (standard) and 60 per cent. *ad valorem* (preferential). It was also decided to levy duties on cycle parts and accessories at the same rates as on complete bicycles. A short report on the progress of the industry was submitted by the Board to Government on the 22nd December, 1949, and a further report reviewing the prices of indigenous bicycles was submitted in April, 1951. Protection to the industry which was due to expire at the end of March, 1952 was extended, after consultation with the Tariff Commission, first up to the end of December, 1952, then up to the end of December, 1953, and again up to the end of December, 1954. The third inquiry was conducted by the Tariff Commission in November, 1953, and a report submitted in May, 1954, recommending continuance of protection till the end of 1956 and reduction in the preferential rate of duty on bicycles as well as component parts and accessories of British manufacture to 45 per cent. *ad valorem* (exclusive of surcharge), the rates relating to like products of non-British manufacture to be adjusted according to the terms of the relevant trade agreements. In its Resolution dated 6th September, 1954, Government expressed the view that the rates of duties recommended by the Commission for bicycles might prove inadequate, and announced its decision to impose an alternative specific duty of Rs. 60 per bicycle of British origin, the rate applicable to cycles of non-British origin being adjusted as recommended by the Commission. These duties were exempted from surcharge by a Ministry of Finance Notification dated 6th September, 1954. As regards components and accessories, Government decided that the then existing rates of duty of 70 per cent. *ad valorem* (standard) and 60 per cent. *ad valorem* (preferential), both exclusive of surcharge, should continue. The Commission's report of May, 1954 also contained a number of recommendations on various developmental aspects relating to the industry, and these are dealt with in paragraph 4 wherein the extent to which they have each implemented so far is narrated.

Protection to the industry which was due to expire on 31st December, 1956 was extended on the recommendation of the Commission up to 31st December, 1957 by the Indian Tariff (Amendment) Act, 1956.

**2. Present inquiry** The present inquiry was undertaken under Section 11(e) read with Section 13 of the Tariff Commission

Act, 1951 whereby the Commission is empowered to take action in relation to the protection granted to an industry, with a view to its increase, decrease, modification or abolition, according to the circumstances of the case.

**3.1. On 30th May, 1956** a press note was issued requesting firms, persons and associations interested in the industry to obtain copies

of relevant questionnaires from the Secretary to the Commission and furnish their replies. At the same time special questionnaires were issued to known producers of bicycles, and of cycle components, tyres and tubes, as also to importers,

consumers and associations of the different interests. A list of those to whom questionnaires were issued and of those who replied or submitted memoranda is given in Appendix I.

**3.2.** The Chief Industrial Adviser, Ministry of Heavy Industries (Development Wing) was requested to forward a detailed memorandum on the progress made by the industry since the last inquiry and its present position. The Development Commissioner of Small Scale Industries was requested to furnish the Commission with a similar memorandum on the small scale section of the industry. The Director General of Supplies and Disposals was addressed for particulars relating to the purchases of bicycles by Government during the last two years. The Collectors of Customs at the principal ports were requested to furnish information regarding c.i.f. prices and landed costs of bicycles, component parts and accessories. The Directors of Industries with the State Governments were addressed for factual information relating to the progress and present position of the industry in their respective areas. Information was also obtained from the Indian Standards Institution about the progress achieved in laying down standards for cycles and cycle components.

**3.3.** During the months of November and December, 1956, and January, 1957 the Commission visited the factories of Achhar Mechanical Works (Ludhiana), Atlas Cycle Industries Ltd., (Sonepat), Avon Cycles (Private) Ltd., (Ludhiana), Calcutta Industry Works (Ludhiana), Deepak Industries (Ludhiana), Hind Cycles Ltd., (Bombay), India Cycle Manufacturing Co. Ltd., (Calcutta), Lakshmi Metal and Cycle Parts Works (Amritsar), Republic Engineering Corporation (Calcutta), Sen-Raleigh Industries of India Ltd., (Asansol), Super Cycle and Allied Industries (Ludhiana), T. I. Cycles of India Ltd., (Madras) and Wheel & Rim Co. of India (Private) Ltd., (Madras). The Cost Accounts Officers of the Commission visited the factories of four manufacturers of complete bicycles and four manufacturers of various component parts and accessories and investigated the costs of production of bicycles and of selected component parts.

**3.4.** The public inquiry into the industry was held at the Commission's office in Bombay on the 12th and 13th February, 1957. A list of persons who attended the inquiry is given in Appendix II.

4.1. Of the recommendations made by the Commission in its last Report (1954), those relating to extension of the period of protection, and the rate of protective duty have already been dealt with in paragraph 1. The other recommendations are listed below with brief statements against each recommendation of the extent to which they have been implemented.

**4. Recommendations of the Commission in its last Report (1954), and the extent to which they have been implemented so far**

4.2. "The three new units, namely T. I. Cycles of India Ltd., Madras, Sen-Raleigh Industries of India Ltd., Asansol and Atlas Cycle Industries Ltd., Sonepat should be asked to submit, as early as possible, a half yearly phased programme for two years (for completion by say, July, 1956) for the manufacture of component parts and the incorporation of indigenously produced parts (subject to the approval of Government) in their bicycles. After this programme has been approved by Government with modifications, if any, steps should be taken to ensure that the programme is implemented by watching the progress of manufacture and by allocating foreign exchange only for the import of component parts on the basis of quantities required for the phased production and not on the basis of an *ad hoc* reduction of  $7\frac{1}{2}$  per cent. in the allocation of every six months."

We are informed by Government that half-yearly phased programmes for manufacture of bicycle components for the years 1955 and 1956 were obtained from the three units referred to, and the values of components which they were permitted to import during the years, 1954, 1955 and 1956 were fixed as under:

	1954 Rs.	1955 Rs.	1956 (Per pack) Rs.
Atlas . . . . .	..	19	16
Sen-Raleigh . . . . .	..	29	18
T. I. Cycles . . . . .	42	37	17

It was stated at the public inquiry that during 1957 the allowances per pack have been reduced to Rs. 10/- for the above three units. The allowance for Hind Cycles Ltd. is stated to be Rs. 5/- per pack. All manufacturers of complete bicycles who had been licensed during 1955 and 1956 were allowed to import components for the value of Rs. 24/- per pack during 1956 of which Rs. 14/- could be utilised for components other than rims, and Rs. 10/- for rims; the figure has been reduced to Rs. 10/- per pack in 1957, and rims are not allowed to be imported within this figure.

4.3. "It would be desirable if the question of technical and other assistance to the small units manufacturing parts and accessories is referred to the Development Council for Bicycle Industry for advice so that a scheme for giving necessary assistance to the small units could be initiated by the State Governments concerned on the lines of the recommendations made by the Development Council."

Small units in the bicycle industry are now under the care of the Development Commissioner for Small Scale Industries who works in collaboration with the Development Council. The information furnished by him on the provision of technical and other assistance to small units is summarised below. Small Industries Service Institutes have been set up in different regions to assist small units with technical "know-how", and arrangements have also been made to supply modern equipment to small scale units on hire purchase system through the National Small Industries Corporation Ltd. A Small Industries Service Institute has been set up in Ludhiana where there is the greatest concentration of units and the State Government of the Punjab has established a Finishing and Testing Centre for cycle parts in that town. Training of skilled workers from the industry, specially for tooling and finishing, has also been arranged with the assistance of the Ford Foundation. A foreign expert was brought out to advise manufacturers on "electro-plating". Technical literature providing working drawings, operational instructions and specifications for raw materials for cycle parts are under preparation by the Development Commissioner's organisation.

4.4. "The possibility of the new units withdrawing from their commitments already entered into for purchase of machinery, equipment etc., for the manufacture of component parts should be explored."

Government had stated that this recommendation would be further considered and steps taken to implement it as far as possible. In February, 1955 we were informed by the late Ministry of Commerce and Industry that as small scale manufacturers of bicycle parts had not achieved quality production, it was premature to expect the bigger manufacturing units to withdraw from their commitments with their foreign collaborators regarding installation of plant and machinery for the manufacture of components. The commitments which had been entered into by the new units were fulfilled by them according to their undertakings, and the recommendation is no longer of interest.

4.5. "The Development Council for Bicycle Industry may be asked by Government to examine the possibility of ancillary units producing quality products working in co-operation with producers of bicycles."

We are informed that the Development Council considered this recommendation and came to the conclusion that the products of the small scale units could serve the purpose of meeting the replacement requirements of bicycle users. The type of co-operation envisaged in the recommendation does not appear to have developed so far, apparently because the small scale units are fully occupied with supplying the replacement market.

4.6. "The Development Council for Bicycle Industry may be asked by Government to examine the possibilities of producers with programmes for manufacture of component parts working in collaboration with each other with a view to exchanging component parts manufactured by them among themselves."

The Development Council at its fourth meeting held in February, 1955, came to the conclusion that the manufacturing firms could arrive at an understanding among themselves without the intervention of the Council. We are informed that such collaboration has developed to some extent and that, as a result, arrangements are afoot for T. I. Cycles of India Ltd., to purchase chains from Sen-Raleigh Industries of India Ltd., and for the latter to obtain free-wheels from the former when production of the components is established. Hind Cycles Ltd., report having sold rims to other manufacturing units, while Sen-Raleigh Industries of India Ltd., report having supplied mudguard blades, spokes, pedals, hubs, chains and saddles to manufacturers although not in large quantities. It is expected that further expansion of such collaboration will result from the recent restrictions on imports not only of component parts (per pack) but also of machinery required for widening the range of manufacture in individual units applying for expansion which may not be considered by Government to be entirely necessary.

4.7. "The State Governments within whose territories the ancillary units manufacturing component parts and accessories are situated should carry out an annual census of production and furnish the data to the Ministry of Commerce and Industry."

This recommendation was accepted by Government. A scheme was initiated for taking a regular census of production in small scale units all over the country through the Directors of Industries in the various States in co-operation with the Regional Small Industries Service Institutes under the control of the Development Commissioner for Small Scale Industries. Two survey reports have been produced, one relating to the manufacture of cycles and cycle parts in the Northern Region and the other relating to such manufacture in the Southern Region. Surveys for other regions are reported to be under preparation, as also State-wise surveys in Bombay, Punjab and Bihar. The information received by us does not, however, indicate that positive steps have been taken by State Governments to obtain, record and publish census statistics of the various components and accessories of bicycles produced by the several units in their respective areas.

4.8. "The Development Wing of the Ministry of Commerce and Industry should undertake a technical assessment of the average life of the more important component parts of a bicycle especially the friction parts, such as, hubs, hub cones, chains and free-wheels so that, on the basis of a fairly reliable estimate of the total number of bicycles on road, some indication would be available of the scope for development of the ancillary units producing these parts."

A Sub-Committee of the Development Council has prepared a list of important cycle parts with a technical assessment of their average life, to serve as a basis for licensing imports and also to indicate the scope for the extension of their indigenous manufacture.

4.9. "Steps should be taken by the Development Wing of the Ministry of Commerce and Industry to have the tubes produced by Premier Automobiles Ltd., Bombay, and Godrej & Boyce Manufacturing Company Ltd., Bombay, tested at the Government Test House, Alipore and to furnish the results of the tests to the bicycle producers."

We understand that the Government Test House at Alipore has tested the tubes manufactured by Premier Automobiles Ltd., and Godrej & Boyce Manufacturing Co., Ltd., and submitted the reports on them to the Development Wing which, in turn, has circulated them among bicycle producers. Godrej & Boyce has stated that the Alipore Test House has certified that its tubes withstood all tests satisfactorily. Permier Automobiles has also stated that the Test House has certified that the samples of tubes submitted by it withstood all tests satisfactorily except the drift test in the case of two samples. The Company has further stated that the drift test was not considered essential by the Draft Committee of the Indian Standards Institution.

4.10. "In the steel expansion schemes which Government are sponsoring, provision should be made for the production of special steels required by the bicycle industry."

The action taken regarding the manufacture of special steels is mentioned in paragraph 8.2. We are also advised that the supply of special quality sheets and tubes to cater to the entire demand of strips and tubes for the bicycle industry will be assured by (a) the Indian Tube Co. (1953) Ltd., Calcutta where a cold rolling mill is being installed in conjunction with its Electric Resistance Weld tube plant, (b) the J. K. Iron & Steel Co., Ltd., Kanpur which has been licensed to install capacity to roll hot rolled strips 4" wide down to 22 G, (c) the J. K. Steel Ltd., Rishra which has also been licensed to produce narrow cold rolled strips between  $\frac{1}{2}$ " and 6" width and (d) the Tubes Products of India Ltd., who expect to produce 9000 tons per annum of ERW steel tubes of  $\frac{5}{8}$ " to  $2\frac{1}{2}$ " diameter.

4.11. "The bicycle industry should assist the Indian Standards Institution in formulating standard specifications for bicycle parts as early as possible."

This recommendation has been implemented and some progress has been registered. The position is dealt with later in this report.

4.12. "Research for improving the quality of raw materials requires to be extended further. All the bicycle producers should set apart a substantial sum for utilisation for purposes of research."

The attention of the industry was drawn to this recommendation by Government. Individual units appear to be giving reasonable attention to this matter, and the result has been reflected in improvements, generally, in the quality of indigenous products.

4.13. "The Development Council for Bicycle Industry should examine the feasibility of introducing an arrangement similar to the one obtaining in Japan, for the inspection of Indian bicycles and bicycle parts."

This recommendation was considered by the Development Council which decided that the Indian Standards Institution should in close liaison with the Development Commissioner for Small Scale Industries, evolve a method for carrying out inspection while introducing the certification mark, instead of following the methods adopted in Japan. The Marks Division of the Indian Standards Institution will be able to attend to this matter only when applications for marking are received from producers.

4.14. "The various Departments of the Central and State Governments should continue to purchase their entire requirements of bicycles and component parts and accessories from indigenous producers, as far as possible."

All Central and State Government Departments normally draw their requirements of bicycles against rate contracts entered into with Indian manufacturers.

4.15. "The bicycle industry should bring to the notice of the railway administration specific cases of delay in the movement by rail of raw materials and finished products."

The Development Council appears to have taken up this matter with the Ministry of Railways.

However, a few producers still complain about transport difficulties.

5.1. About the end of 1953 when the last inquiry took place there were six organised large scale units engaged in the manufacture of bicycles viz., (1) Atlas Cycle Industries Ltd., So-

**5. Present position of the industry** nepat, (2) Hind Cycles Ltd., Bombay, (3) Hindustan Bicycle Manufacturing & Industrial Corpora-

tion Ltd., Patna, (4) India Cycle Manufacturing Co., Ltd., Calcutta, (5) Sen-Raleigh Industries of India Ltd., Asansol, and (6) T.I. Cycles of India Ltd., Madras. Their total capacity on single shift basis was stated to be 389, 500 bicycles per annum. In addition, a seventh unit viz., Wearwell Cycle Co. (India) Ltd., had been granted a licence to erect a factory for the manufacture of 50,000 cycles. Besides these large scale units there were, at the time, a number of small establishments where bicycles were assembled from purchased components. Manufacturers of components and accessories were concentrated in certain localities in East-Punjab and Pepsu and in several towns in West Bengal, Uttar Pradesh, Bombay State, Madras State and roundabout Delhi. Almost the entire range of bicycle parts except complicated ones like chains, free-wheels and B. B. shells were produced by these manufacturers. After the setting up of the Development Council for the bicycle industry in 1953, the manufacturing units were classified into two sectors, the large scale sector and the small scale sector. The Development Wing of the Ministry of Heavy Industries is concerned with the development of the industry in the large scale sector (i.e. units licensed under the Industries Development and Regulation Act, 1951), while the Development Commissioner (Small Scale Industries) is concerned with the small scale sector. The small scale manufacturers are mostly engaged in the production of cycle parts and accessories which are largely sold in the replacement market. Acting on the recommendations of the Development Council (Bicycles) made in April 1955, Government agreed to reserve a quota of 250,000 bicycles to such units in the small scale sector as are approved by the Development Commissioner (Small Scale Industries) subject to this target being reached by 1960-61. A number of small scale units have been approved under this reservation, on the recommendations of Directors of Industries in the several States.

## COMPLETE BICYCLES

5.2.1. The total number of bicycle manufacturing units licensed under the Industries (Development and Regulation) Act, 1951 is, at present, 21. 17 of these units are under production. Their names and annual capacity are given below:

Name of the Units		Installed capacity (Single Shift) (Bicycles—Numbers)	Licensed to produce: (Bicycles—Numbers.)
1. Atlas Cycle Industries Ltd., Sonepat	.	2,00,000	2,00,000
2. Hind Cycles Ltd., Bombay	.	1,00,000	*2,00,000
3. Hindustan Vehicles Ltd., Patna. (formerly Hindustan Bicycle Manufacturing & Industrial Corporation Ltd.)		30,000	††60,000
4. India Cycle Manufacturing Co. Ltd., Calcutta	.	30,000	*60,000
5. Sen-Raleigh Industries of India Ltd., Asansol	.	1,00,000	††2,00,000
6. T. I. Cycles of India Ltd., Madras	.	2,00,000	2,00,000
7. Avon Cycles Ltd., Ludhiana	.	12,000	12,000
8. H. R. Bhalla & Sons, Delhi	.	60,000	60,000
9. Nundy & Co., Calcutta	.	25,000	25,000
10. Pearl Cycle Industries, Delhi	.	24,000	*48,000
11. Rampur Engineering Co., Rampur	.	20,000	20,000
12. Wearwell Cycle Co., Ltd., Faridabad	.	50,000	50,000
13. Gopal Metal Works, Lucknow	.	40,000	40,000
14. Hero Cycle Industries, Ludhiana	.	7,500	7,500
15. Metal Goods Manufacturing Co., Banaras	.	15,000	15,000
16. Popular Cycle Manufacturing Co. Ltd., Agra	.	15,000	15,000
17. Roadmaster Industries Ltd., Rajpura	.	25,500	*50,400
	TOTAL	9,54,000	1,262,900

\* Double Shift.

††Subject to expansion.

Only 11 among the above 17 manufacturers forwarded detailed answers to our questionnaire for producers. We give in Appendix III brief particulars regarding fifteen producers concerning their structure, foreign collaboration, labour employed etc. We also provide in Appendix IV a statement showing the approved programme of manufacture of parts and accessories of the 17 units now in production, the list of parts manufactured by them up to the end of 1956, parts imported during 1956, the per pack value of imported components, and the parts locally purchased.

5.2.2. The other four units which have been lately licensed, but have not yet gone into production are:—

	Licensed to produce (bicycles per annum)
1. India Malleable & Casting Ltd., Calcutta . . . . .	30,000
2. Zenith Cycle Industries Ltd., Delhi . . . . .	24,000
3. Hitkari Brothers, Delhi . . . . .	30,000
4. Hind Cycles (Travancore- Cochin) Ltd., in Kerala State. . . . .	150,000 (on triple shift)
	234,000

5.2.3. The small scale manufacturers of complete bicycles who are borne on the list of the Development Commissioner (Small Scale Industries) at present number 49. From the list of these manufacturers given below it will be observed that twelve each are located in Punjab and Delhi, eight in Bombay, five in Madhya Pradesh, four each in U.P., and Rajasthan, three in West Bengal and one in Madras. Only 14 of the 49 licensed units are reported to have come into production; two of these are stated to be co-operative organisations. The other units which are not in production are awaiting the arrival of imported parts which they have indented for against the import licences granted to them as actual users. Four of these units are expected to come into production by March and the rest from July, 1957.

*List of small scale manufacturers of complete bicycles*

State	Name of the manufacturer	Licensed to produce annually	
		1	2
			(Numbers)
Punjab . . .	1. Deepak Industries, Ludhiana . . . . .	5,000	
	2. Super Cycle & Allied Industries, Ludhiana . . . . .	5,000	
	3. Sunflower Cycle Ltd., Ludhiana . . . . .	3,000	
	4. Guru Nanak Engineering, Ludhiana . . . . .	3,000	
	5. Prabhat Cycle Industries, Ludhiana . . . . .	5,000	
	6. Punjab Cycle Corporation, Moga . . . . .	3,000	
	7. Bicycle Manufacturing Co-operative Societies, Ludhiana . . . . .	15,000	
	8. Amar Industries, Ludhiana . . . . .	5,000	
	9. Malerkotla Cycle Iron & Steel Industrial Co-operative Society, Malerkotla . . . . .	10,000	
	10. Robust Cycle Industries, Patiala . . . . .	2,000	
	11. Birmingham Cycle Industries, Jind . . . . .	4,000	
	12. Asoka Cycle Industries, Jind . . . . .	5,000	
	TOTAL . . .	65,000	

		2		3
			(Numbers)	
Delhi . . .	1. Republic Cycle Industries, New Delhi 2. Nawalson Cycle Industries, Delhi 3. Arjan Sing Dalip Singh, Delhi 4. Hindustan Cycle Accessories Mfg. Co., Delhi 5. Matchless Cycle Industries, Delhi 6. A.K. Cycle Industries, Delhi 7. Armour Cycle Industries, New Delhi 8. Roadking Cycle Industries, Delhi 9. New Era Engineering Co., Delhi 10. Ruby Cycle Accessories Mfg. Co., Delhi 11. Pavan Cycle Industries, Delhi 12. Chandra Industrise, New Delhi		5,000 3,000 3,000 3,000 3,000 3,000 3,000 3,000 3,000 3,000 1,000 6,000	
		<b>TOTAL</b>	<b>39,000</b>	
Bombay . . .	1. Swaraj Cycle Industries, Nagpur 2. Commercial Engineering Works, Nagpur 3. Cycle Accessories, Mfg. Co., Poona 4. Precious Die Works, Bombay 5. United Industries, Bombay 6. Hamilton Industries, Bombay 7. Jayant & Co., Bombay 8. Allied Light Industrics, Bombay		10,000 5,000 3,000 5,000 4,000 2,500 5,000 5,000	
		<b>TOTAL</b>	<b>39,500</b>	
Madhya Pradesh . . .	1. Central Cycle Industries, Indore 2. R. B. Cycle Industries, Ujjain 3. Mercury Industries, Gwalior 4. Ashoka Cycle Industries, Gwalior 5. Roadstar Cycle Industries, Gwalior		2,500 2,500 5,000 5,000 3,000	
		<b>TOTAL</b>	<b>18,000</b>	
U.P. . . .	1. Pioneer Industries, Allahabad 2. Saibro Engineering Works, Lucknow 3. Bharat Industries Corporation, Kanpur 4. National Cycle Industries, Gaziabad.		5,000 6,000 5,000 6,000	
		<b>TOTAL</b>	<b>22,000</b>	
Rajasthan . . .	1. R. S. Brothers, Jaipur 2. Rajasthan Cycle Industries, Jaipur 3. Rajasthan Cycle & Parts Industries, Jaipur 4. Jaipur Cycle & Parts Industries, Jaipur		5,000 5,000 5,000 5,000	
		<b>TOTAL</b>	<b>20,000</b>	
West Bengal . . .	1. J. J. Mullick Brothers, Calcutta 2. Unique Industries, Calcutta 3. Banerjee Cycle Industries, Calcutta		3,000 5,000 2,500	
		<b>TOTAL</b>	<b>10,500</b>	
Madras . . .	1. Rapid Industries, Kovur		5,000	
Total units	49.		<b>GRAND TOTAL</b>	<b>219,000</b>

5.2.4. From the data given in the above three sub-paragraphs it will be seen that (a) the installed annual capacity on single shift basis of the 17 large scale units actually in production of complete bicycles at present is 954,000, (b) these 17 units have been licensed to produce annually 1,262,900 bicycles subject to four of them working double shift and two of them expanding their plants, (c) four more units have been licensed to produce 234,000 bicycles per annum subject to one of them working triple shift, and (d) 49 small scale manufacturers have been licensed to manufacture/assemble an aggregate of 219,000 bicycles per annum. If all the licensed units fulfil their commitments, the total productive capacity of the large and small scale licensed manufacturers on the lists of the Development Wing and the Development Commissioner (Small Scale Industries) will aggregate, 1,715,900 bicycles per annum.

### COMPONENTS AND ACCESSORIES

5.3.1. Among the manufacturers mentioned in paragraph 5.2.1 above, T.I. Cycles has been permitted to produce component sets for 100,000 bicycles and 200,000 free-wheels per annum on single shift basis, and these are in addition to the production of the sets and free-wheels required to be fitted into bicycles of their own manufacture. Likewise, Sen-Raleigh Industries has been permitted to produce the following bicycle components (inclusive of those required for assembly of complete bicycles) up to the quantities mentioned against each:—

Free-wheels . . . . .	300,000 numbers per annum
Chains . . . . .	300,000 numbers per annum
Hubs . . . . .	300,000 pairs per annum
Lugs and B. B. Shell . . . . .	300,000 sets per annum
B. B. fittings . . . . .	300,000 sets per annum
Fork and head fittings . . . . .	300,000 sets per annum
Spokes and nipples . . . . .	150,000 gross per annum
Pedals. . . . .	300,000 pairs per annum
Saddles . . . . .	300,000 numbers per annum

As regards bicycle parts other than those mentioned above, Sen-Raleigh Industries has been permitted to produce an additional 20,000 sets for replacement purposes. From information collected by us from large scale cycle manufacturers, we have prepared a statement (*vide Appendix V*) showing, as at present, the annual surplus capacity available with them for certain important components. The figures given therein represent the surplus available for sale after meeting their own requirements for the manufacture of complete bicycles. During the last two years, some of the large scale manufacturers sold components and parts to other manufacturing units and/or in the replacement market. The information obtained regarding these sales is given below to indicate the range of such sales; the quantities were small in most cases and fairly large in others:—

	Sold to other units	Sold for replacement
1. Hind Cycles	Rims	Frames, handle bars, forks, hubs, pedals, mudguards, and rims.
2. T. I. Cycles	Nil	Hubs, pedals, spokes, nipples and B. B. Cups.
3. Sen-Raleigh .	Mudguards (blades), Spokes, pedals, hubs, chains and saddles.	Chains, saddles, pedals, hubs and spokes.
4. Avon Cycles .	Nil	Sundry cycle parts.
5. Nundy & Co.	Nil	Mudguards, rims, back stays, chain stays and seat pillars.
6. Popular Cycle	Seat stays, chain stays and fork blades.	Cycle frames, seat stays, chain stays, forks (blades), handle bars and mudguards.

5.3.2. We are informed that in the Development Wing's Register which contains the names of units licensed under the Industries (Development and Regulation) Act, 1951 there are, at present, 22 units manufacturing bicycle components and accessories, of which 18 are stated to be in production, and 4 have been licensed or proposed to be licensed. The names of these units, their location and the list of parts manufactured by them will be found in Statement I of Appendix VI. In Statement II of the same Appendix we have given similar information relating to units who replied to our questionnaire, but whose names have not been mentioned by the Development Wing. It is possible that these units form part of the small scale sector manufacturing components, referred to hereafter.

5.3.3. The volume of manufacture of bicycle components is, indeed, very large in the small scale sector which is reported to consist of (approximately) 501 units of which 330 are located in Punjab, 35 in Pepsu, 25 in Delhi, 51 in U. P., and 60 in other regions, all employing in aggregate about 6,500 workers. The principal centres are stated to be Ludhiana, Malerkotla, Kanpur, Lucknow and Delhi. The entire range of components and accessories required for the assembly of bicycles (with the exception of intricate components like free-wheels and chains) is manufactured by the above mentioned small scale units which cater, mostly, to the spare parts market in the country. The very considerable expansion in the volume and range of production of components, parts and accessories in the small scale sector, and the utilisation of its products in the assembly of complete bicycles produced by the small scale licensees in the Register of the Development Commissioner (Small Scale Industries) are two very welcome developments that have taken place in the bicycle industry since our last inquiry in 1954.

6.1. *Complete bicycles.*—We give below the production of complete bicycles by the 17 large scale manufacturers in the industry for the last three years:—

**6. Production**

		1954	1955	1956
1. Atlas Cycle Industries Ltd.	.	71,499	101,125	115,394
2. Hind Cycles Ltd..	.	130,232	147,176	150,943
3. Hindustan Vehicles Ltd. (formerly Hindustan Bicycle Manufacturing and Industrial Corporation Ltd.)	.	6,493	14,979	11,032
4. India Cycle Manufacturing Co., Ltd.	.	16,350	21,420	28,973
5. Sen-Raleigh Industries of India Ltd.	.	58,389	73,950	101,779
6. T. I. Cycles of India Ltd.	.	90,032	89,041	129,922
7. Avon Cycles Ltd.	.	429	5,028	10,901
8. H. R. Bhalla & Sons	.	..	4,527	18,455
9. Nundy & Co	.	..	1,603	4,015
10. Pearl Cycle Industries	.	..	17,824	29,831
11. Popular Cycle Manufacturing Co.	.	..	1,229	7,675
12. Wearwell Cycle Co. Ltd.	.	..	12,869	26,537
13. Gopal Metal Works	.	..	..	21,108
14. Hero Cycle Industries	.	..	..	700
15. Metal Goods Manufacturing Co.	.	..	..	2,232
16. Rampur Engineering Co.	.	..	..	7,027
17. Roadmaster Industries Ltd.	.	..	..	2,543
TOTAL	.	373,424	490,771	669,067

To the figure of 669,067 bicycles produced by the above units during 1956 should be added a figure of 22,190 bicycles produced by 14 out of 49 small scale units in the Register of the Development Commissioner (Small Scale Industries) to arrive at the total figure of indigenous production of complete bicycles in 1956 which is 691,257 numbers.

**6.2. Components and accessories.**—We do not have the figures of production of components and accessories relating to all the 501 small scale manufacturers referred to in paragraph 5.3.3. Only 22 of them have replied to our questionnaire and information relating to them is given in Appendix VII Statement I. In addition we have given similar information for the 22 units licensed under the Industries (Development & Regulation) Act, 1951, in Appendix VII Statement II. While these figures in themselves do not give any indication of the total volume of production of components and accessories in the country—as those relating to the very large number of small scale units must constitute the bulk of production—they provide an indication of the rising trend of production during the last three years.

7.1. In its last report on the industry (1954) the Commission estimated the then annual demand for bicycles to be 400,000 and the demand for 1955 and 1956 (on the then level of prices) at 425,000 and 450,000 respectively. These estimates have proved to be low. The total number of bicycles which were made available in the country in 1954, 1955 and 1956 was as follows:—

Year	Indigenous production	Imports	Total
1954 . . . . .	373,424*	92,838	466,262
1955 . . . . .	490,771*	134,489	625,260
1956 . . . . .	691,257	145,235 (Jan.-Nov.)	836,492

\*Does not include production by small scale units.

After making allowances for unsold stocks at the beginning and the end of each year we find that the consumption in the above three years was of the order of 4·5 lakhs, 6 lakhs and 8 lakhs respectively.

7.2. We received varying estimates of domestic demand for bicycles in connection with the present inquiry. The estimates made by Associations are tabulated below:—

	for 1957	1958	1959
	(In lakhs)		
The All India Importers' Association, Bombay	7·50	8·50	9·50
The Bombay Cycle Merchants' Association, Bombay	11·00	13·75	17·19
The Indian Cycle Traders' Association, Calcutta	8·75	10·94	13·67
The Madras Cycle Traders' Association, Madras	11·00	12·50	13·50

The estimates made by four of the leading manufacturers of bicycles were as follows :—

	for 1957	1958	1959
	(In lakhs)		
Atlas Cycle Industries . . . . .	7·5	8·5	9·5
Hind Cycles . . . . .	7·0	7·5	8·5
Sen-Raleigh Industries . . . . .	8·0	9·0	10·0
T. I. Cycles . . . . .	8·0	9·0	10·0

In connection with framing targets for the preparation of the Second Five Year Plan, the Development Wing of the Ministry of Heavy Industries estimated the domestic demand for bicycles in 1960-61 to reach a figure of 11 lakhs. The estimates of the Development Council (Bicycles) for each of the years commencing with 1956-67 and ending with 1960-61 were 7 lakhs, 7·5 lakhs, 8·5 lakhs, 10 lakhs and 11 lakhs respectively. The Associations mentioned above and the Development Council have also estimated the targets for export of bicycles, but we have not taken them into account as they

are out of context when estimating the domestic demand for bicycles. We have discussed the possibilities of developing exports in a separate section of this Report.

7.3. The question of domestic demand was discussed at the public inquiry. With the exception of the President of the Cycle Manufacturers' Association (representing the major producers in the industry) who stressed the view that the Development Council's estimates were the most acceptable, the majority of the persons present at the inquiry agreed that the consumption of bicycles in 1956 was of the order of 8 lakhs, and that the demand during the years 1957, 1958, 1958 and 1960 may be assessed at 9·5 lakhs, 11 lakhs, 12·5 lakhs and 14 lakhs of bicycles respectively. Some of those present were of opinion that the rate of increase is likely to be accelerated during the last two years of the Second Plan Period and that we should expect an increase of more than 1·5 lakhs per annum in 1959 and 1960. The arguments in favour of providing for accelerated increases of demand which were put forward both at the public inquiry and in written memoranda received by us take note of such factors as the possibility of the prices of bicycles being progressively reduced, the anticipated increase in the purchasing power of consumers, the general prosperity which will be generated by the Plan, the annual rate at which old bicycles are likely to be scrapped and the assumption of the present cycle population at five million instead of four million. As certain imponderables are involved in the arguments and assumptions, we are unable to accept them fully. After careful consideration of all the relevant factors, and on the basis of a proved consumption of eight lakhs of bicycles in 1956, we assess that the demand will expand by the end of 1960 to fourteen lakhs of bicycles at the rate of 1·5 lakhs per year.

7.4. The data for estimating the demand for components is still inadequate, but an attempt can be made to arrive at a reasonable figure of the total number of the more important components and accessories required for replacement purposes at the end of 1960 with the assistance of a technical assessment of the average life of those parts. In accordance with the Commission's recommendation in its last Report, a Sub-committee of the Development Council has prepared a list of important cycle parts against each of which it has indicated its average life. The demand for replacement purposes at the end of 1960 will be as mentioned below, subject to the assumption that the assessment of life-years is correct :—

		Life-years	End of 1960 : Demand for replacement purposes.	
			1	2
1.	Freewheels	.	5	lakhs (numbers)
2.	Chains	.	3	23 (numbers)
3.	Spokes	.	..	10 (gross)
4.	Rims	.	7	10 (pairs)

	1	2	
	Lakhs	10	
	(pairs)	(pairs)	
5. Hubs . . . . .	7	10	(pairs)
6. Pedals . . . . .	4	17.5	(pairs)
7. Saddles . . . . .	3	23	(numbers)
8. Chainwheel and cranks . . . . .	7	10	(sets)
9. Brake sets . . . . .	7	10	(sets)
10. Forks . . . . .	7	10	(numbers)
11. Handle bars . . . . .	7	10	(numbers)
12. Mudguards . . . . .	5	14	(pairs)
13. B. B. Axle . . . . .	4	17.5	(pairs)
14. B. B. Cups . . . . .	4	17.5	(sets)
15. Hub Cones . . . . .	4	17.5	(sets)
16. Hub cups . . . . .	4	17.5	(sets)
17. Hub axles . . . . .	4	17.5	(pairs)

In arriving at the above estimates, it has been assumed that (a) the number of bicycles on the road at present is four million and (b) the number on the road at the end of 1960 will be about seven million, which figure is arrived at after taking into account the new bicycles which will be on the road at the rate indicated in our assessment of demand, and providing for those which would go off the road each year, assuming the normal life of a bicycle to be ten years. The demand for the above components for replacement for each year should be assessed on the basis of the life span indicated above.

8.1. The basic raw materials required by the industry are steel tubes, cold rolled and hot rolled steel strips, cold rolled bright hexagonal bars, free cutting bright drawn steel bars, steel panel sheets, deoxidised sheets, black bars E.N.I.A., cold rolled brass coil, cold rolled brass wire, drawn galvanised spoke wire, deep drawn brass sheets, crank and pedal spindle forgings and leather. There are no complaints about the availability of any of the raw materials as import licences are being granted freely for such items as have to be procured from abroad. Quite a few of the above raw materials are available from indigenous sources, but there is no uniformity among manufacturers in regard to the usage of Indian or foreign materials, the extent of usage depending upon such factors as availability, quality suitable to the manufacturing equipment in each unit, the type of bicycle produced and the technique of manufacture. The following statement gives the percentages of imported raw materials used in 1956 by eleven of the manufacturers of bicycles who sent detailed replies to our questionnaire :—

#### 8. Raw materials and components

	%
Atlas Cycle Industries . . . . .	60
Avon Cycles . . . . .	25
Commercial Engineering Works . . . . .	34
Hind Cycles . . . . .	78
India Cycle Manufacturing . . . . .	30
Nundy & Co. . . . .	93
Pearl Cycle Industries . . . . .	40
Popular Cycle Manufacturing . . . . .	50
Rampur Engineering Co. . . . .	60
Sen-Raleigh . . . . .	100
T. I. Cycles . . . . .	100

8.2. Steel tubes suitable for bicycle manufacture are being supplied to certain manufacturers by Godrej & Boyce and Premier Automobiles. Two more units are expected to commence production of tubes during the course of this year *viz.* The Indian Tube Co. (1953) Ltd., and Tubes Products of India Ltd. Indigenous sources of supply for other raw materials are also being developed as stated in paragraph 4.10 above. The question of manufacturing special steels in the country is under examination by Government and the Indian Standard Institution has been entrusted with the task of collecting specifications of the various types of steels used in India. The Development Council (Bicycles) has appointed a Sub-committee to the I.S.I. in the investigation relating to the types of steels used in assist the manufacture of bicycles.

8.3. It was represented to us by a number of bicycle manufacturers who were present at the public inquiry that import licences for raw materials and permitted components were granted for twelve months' requirements at a time and three months' requirements of buffer stocks *only for the four large units, viz., Atlas, Hind, Sen-Raleigh and T.I. Cycles* and that all the other thirteen units were granted licences for six months' requirements at a time and six months' requirements of buffer stocks. We were informed that the delays occasioned in procuring the licences, ordering for the stocks and obtaining them often resulted in holding up production programmes and manufacturers having to procure supplies from local dealers at high prices. It was explained by the representative of the Development Wing present at the inquiry that half-yearly licensing was applied to all units *other than* the large four as it was considered necessary to watch their progress and make certain that they adhered to the agreed schedule of development. We have no doubt that this is an important consideration. We are unable to go more fully into this question as, indeed, there must be many factors which have to be considered by Government in laying down the administrative details of licensing policy. We, however, recommend that

Government may re-examine the present licensing policy with respect to raw materials and bicycle components with a view to removing any undue hardships suffered by producers other than the four large units.

8.4. The supply position in regard to consumable stores is reported to be satisfactory. Most of the stores are available from indigenous sources, the exceptions being nickel anodes, some electrolytic materials and polishing and mopping materials. Complaints have been received that nickel is in great scarcity and difficult to obtain. The Binani Metal Works Ltd., Calcutta, is stated to be producing nickel anodes since 1953 but faces stiff competition from imported anodes which are permitted duty-free.

8.5. Bicycle manufacturers are permitted to import certain components which are not available from indigenous sources for incorporation in original equipment up to the values specified in the latter portion of paragraph 4.2 above. The components permitted in 1956 were lugs and B. B. shells, freewheels, B. B. fittings, chains, hubs, fork head fittings, spokes and nipples and rims. We are informed that if and when production of any of the above parts is established in the country in sufficient quantity and of satisfactory quality, the item concerned will be deleted from imports. Imports of forgings (i.e., crank and pedal spindles) have also been permitted in a few cases, but efforts are being made by the manufacturers concerned to develop their production in the country. Components such as steel balls, handle bar grips, brake rubbers, pedal rubbers, rim tapes and reflectors are all produced in India and imports of these do not take place. The indigenous manufacture of accessories has been well established for some time and items like bell, carrier, cycle locking chain and lock, lock stand, oil bath gear case, chain guard, oil lamp, dynamo light, pump, saddle and tool bag are procured from indigenous sources by almost all manufacturers, while some manufacture certain accessories themselves. The manufacture of cycle tyres and tubes in India was sufficient for the needs of the country till two years ago, but subsequently indigenous production did not keep pace with the increase in demand and imports were therefore permitted. Actual users licences are now granted *ad hoc* to manufacturers and established importers are also allowed to import up to 75 per cent. of one-half of their best years' imports.

8.6. With the exception of Hind Cycles Ltd. and Nundy & Co. Ltd., who both manufacture rims for incorporation as original equipment in the bicycles manufactured by them (and also have capacity in excess of their requirements) all other cycle manufacturers have been obtaining rims from indigenous sources or from overseas. Till about a year ago the manufacture of rims was a monopoly of the Dunlop Rubber Co. of India Ltd. In January, 1956 the Wheel & Rim Co. of India (Private) Ltd., established production of rims in Madras. Since then another unit *viz.*, Gujrals & Co., has been licensed in New Delhi but has not yet started production. We understand that Sen-Raleigh Industries has also been permitted to undertake the manufacture of rims in its factory. The Wheel & Rim Co.'s production in 1956 was over 250,000 rims some of which was marketed by the Company direct under the brand "Jubilee" or "Ruby" and some through Firestone Tyre & Rubber Co., which agreed to deal in the rims under its own trade name of "Firestone". We have received representations

from Wheel & Rim Co., that much of its production remains unsold as a result of liberal grant of actual user's licences for rims to cycle manufacturers during 1956. Orders placed on the Company by a few manufacturers who were using the rims as original equipment on the bicycles of their manufacture are reported to have been cancelled late in the year on receipt of overseas supplies. We have examined the complaint and find that Wheel & Rim Co.'s present difficulties have arisen not only from increased imports of rims from overseas but also from a measure of unreasonable prejudice against its product. It was stated at the public inquiry that a bicycle fitted with Dunlop rims commanded a premium (sometimes amounting to Rs. 8) as against one fitted with a "Jubilee" rim, although, as was admitted then (and further corroborated in other evidence received by us), the quality of the "Jubilee-Ruby" rim was comparable to that of the Dunlop product. The supply position in regard to Dunlop rims has not been uniformly easy for all the cycle manufacturers. Dunlops appear to have firm commitments with three large manufacturers of bicycles for supplying them all the rims needed for original equipment and also distribute a portion of its production through its dealers in the replacement market. The other manufacturers of bicycles have, therefore, to depend on alternative sources of supply for rims, and, in view of the prejudice against "Jubilee-Ruby" rims (most of which was perhaps created by middlemen themselves), the solution, in their opinion, lay in importing rims. We have carefully considered the problem and feel that the important principles involved before arriving at a solution are two-fold: firstly, that prejudice against an indigenous product, when it is an important major component, will be quickly eradicated only when the product is increasingly used (and proved in usage) in original equipment; and, secondly, that prejudice should not be allowed to operate as a deterrent factor in the healthy development of ancillary units established under licence specifically for the purpose of achieving self-sufficiency. We, therefore, recommend that licences for imports of rims should not be granted unless the production of rims by Dunlop Rubber Co. and Wheel & Rims, the two ancillary producers on the one hand, and Hind Cycles and Nundy & Co. (who have surplus capacity) on the other, is found to be inadequate to meet the country's needs. It was suggested to us at the public inquiry that we should make a recommendation to the effect that Dunlop Rubber Co., should endeavour to widen its distribution of rims and supply the needs of all manufacturers of bicycles besides the large three producers. While such a recommendation would give rise to practical difficulties and interfere with Dunlop's existing commitments and distribution arrangements, we do not think that it would be proper to permit the exclusive tie-up between Dunlop and the large cycle manufacturers to continue, as at present, to the exclusion of the other manufacturers, considering the restrictive effects of such an arrangement. We, therefore, recommend that as Dunlop expands its production of rims, it should, as far as possible, allot the additional production equitably among the various cycle manufacturers instead of reserving it exclusively for the units to which it sells rims at present.

8.7. The planned development of the bicycle industry which has taken place since 1954 has been formulated in such a way as to ensure not only an increase in the number of bicycles produced, but

also maximise the use of indigenous components, parts and accessories. There are over five hundred producers engaged in the manufacture of bicycle parts and at the time of our last inquiry they looked only to the spare parts market for offtake of their products. Latterly, however, when the new units that were licensed to produce complete bicycles were directed to utilise indigenous components and parts in large measure, the fortunes of the parts manufacturers got linked with the whole scheme of expansion of bicycle manufacture. We observe from the proceedings of the Development Council (Bicycles) that, with a view to strengthen the position of the small scale sector a proposal was considered to reserve the manufacture of certain cycle parts exclusively to that section. The Sub-committee that was constituted to consider this proposal has since recommended that the manufacture of freewheels, chains, spokes, nipples, rims, saddles and hubs should be permitted without reservation to both the large scale and small scale sectors and the question of manufacture of the remaining parts should be further considered by the Development Council. We appreciate that, in view of the growing demand for components and parts, it is premature to think of any reservation and, therefore, agree with the above recommendation in so far as it does not approve of such reservation. But judged from the point of view of healthy development, we consider that establishment of manufacture of such standard components as those mentioned above, should be licensed in *independent* units and not in factories engaged in the manufacture of complete bicycles. Apart from recognising that a system whereby a manufacturer has to depend on another—a competitor—for the supply of important components, is not likely to work satisfactorily or without friction, it must also be conceded that the time has arrived when the sanctions accorded to the large four manufacturers to manufacture "all major parts which a cycle factory is normally supposed to make" should be re-defined, taking into consideration two important premises *viz.*, (a) that independent units engaging themselves in the manufacture of specified components can achieve the economies of mass production better than those engaged in the omnibus production of diverse parts and (b) such independent units can function effectively under healthy competitive conditions. We, therefore, recommend that certain components such as rims, spokes, chains, freewheels etc. should be recognised as suitable for development by independent ancillary units and that fresh licences for the manufacture of such components and accessories should be granted only to independent units which are established specifically for the purpose and not to manufacturers of complete bicycles.

9.1. As was observed by the Commission in its last Report (1954) there is lack of unanimity in regard to the quality of indigenous bicycles explained, as before, by the fact that each opinion related to a particular make of bicycle and was based on the user's experience of that make. We have, at present, over twenty makes of bicycles in the country produced by the large scale producers and several other makes produced by the small scale producers, all sold at different prices. and an expression of opinion about any of them cannot be taken as applicable to the generality of Indian bicycles. General complaints which we have received relating to such matters as poor finish, hard and difficult running, poor enamelling and electroplating etc., must therefore be

**9. Quality of indigenous product**

put down as applicable only to the less expensive makes of bicycles. A bicycle costing about Rs. 120 will not stand comparison with another costing Rs. 160 although, in fact, comparisons of quality on such aspects as are mentioned above are usually made on the above basis. After analysing the evidence received by us, we have come to the conclusions, (a) that there has been considerable improvement in the quality of indigenous bicycles during the last three years, (b) that manufacturers generally have made satisfactory arrangements for inspection and have also been taking interest in modern methods of quality control and (c) that there is evidence of improvement in the technique of manufacture. The quality of the cycles manufactured by the two producers who have foreign technical collaboration is reported to be of the standard of their foreign counterparts, while the other widely known makes of other large producers are also fast reaching good standards.

9.2. The manufacture of bicycle components and accessories is being undertaken by (a) certain large scale bicycle manufacturers, (b) components manufacturers licensed under the Industries (Development and Regulation) Act, 1951, and (c) a very large number of small scale units under the control of Development Commissioner (S. S. I.). The products manufactured by (a) and (b) which consist of such items as chains, freewheels, rims, tyres and tubes, spokes, mudguards, forks, pedals etc., are reported to be of satisfactory quality. As regards the products manufactured by (c) it is only possible to observe, in a general way, that there has been noticeable improvement in quality and that sub-standard products, appear to be fast disappearing. Cycle accessories such as bells, carriers, gear cases, oil lamps, dynamo lights, pumps etc., are reported to be of satisfactory quality, and Indian cycle bells are also commanding sales in the export market.

10.1. The Indian Standards Institution has so far published nine standard specifications for (i) tube valves, (ii) frames, (iii) rims,

**10. Standard specifications** (iv) handle bars, (v) seat pillars, (vi) chains, (vii) pedal assembly, (viii) hub assemblies and (ix) spokes and nipples. The first mentioned standard specification has been finalised while the remaining eight are still tentative. Seven

other standards are also under circulation and these cover specifications for cotter pins, washers and nuts, freewheels, front forks, steering hand assembly, bottom bracket assembly, crank and chain wheels, rim tapes and buckles. We are informed that these are likely to be finalised by June, 1957. None of the manufacturers of bicycle components has yet applied for marking his product under the I.S.I. (Certification Marks) Act, 1952. We recommend that the Indian Standards Institution should expedite finalisation of the standards. The guidance which would be available therefrom to the numerous small scale producers of bicycles and components will be of considerable value to them. Also, the measures adopted for the planned development of the industry have generated considerable activity and enterprise which requires to be canalised on sound lines without delay. We also recommend that all the manufacturers should assist the Indian Standards Institution in the work of finalising standards and avail themselves of the facilities offered by it for certification.

10.2. It was mentioned at the public inquiry by the representatives of certain large scale manufacturers of bicycles that the

tentative standards that have been laid down and those under circulation contain many superfluous dimensional and material specifications and designs and that these are likely to create practical difficulties for producers. The representative of the Indian Standards Institution stated in reply that such detailed specifications and designs were intended for the guidance of small scale producers and were not expected to cause difficulties to large scale producers, especially as the designs are only schematic and not obligatory. It was evident from the discussion that took place that all the four large scale producers were of the view that the standards which have been so far laid down contain superfluous details and need revision. We recommend that the Indian Standards Institution should re-examine the standards in the light of what has been stated above.

**11.1.1. Import control policy.**—A summary of the import licensing policy for established importers for each licensing period during

**11. Import control policy and import table:**—

Licensing period	Quota for import of cycles imported entire or in sections	Quota for import of parts and accessories of cycles excluding rubber tyres and tubes but including iron and steel bolts and nuts adapted for use on cycles and also mild steel tubes for bicycle frames in lengths cut to sizes and screwed
January-June, 1954	20 per cent. of one-half of best year's imports.	15 per cent. of one-half of best year's imports.
July-December, 1954	25 Do.	15 Do.
January-June, 1955	30 Do.	15 Do.
July-December, 1955	30 Do.	15 Do.
January-June, 1956	40 Do.	15 Do.
July-December, 1956	40 Do.	15 Do.
January-June, 1957	10 Do.	10 Do.

**11.1.2. The above quotas were subject to the following conditions :—**

**Quota for complete cycles.**—Cycle dynamo lamps were allowed to be imported against licences for cycles at the rate of one lamp per cycle. During the licensing periods, January-June, 1955, July-December, 1955 and January-June, 1956, import of cycles was permitted with tools but without tyres and tubes, lamps (other than dynamo lamps), bells, stands, carriers and saddles, but from July-December, 1956, it has been permitted with tools, tyres and tubes and one saddle with each cycle, but without lamps (other than dynamo lamps), bells, stands and carriers. Additional licences for cycle parts were granted during the years 1955 and 1956 to established importers for a value equal to  $7\frac{1}{2}\%$  of the face value of their quota licences for cycle parts or cycles for the relevant lincensing period whichever was higher. These additional licences were valid only for the import of the following cycle parts: (1) spokes, (2) freewheels, (3) chains, (4) B.B. fittings, (5) saddles and (6) rims,

The additional licences were also subject to the condition that not more than 1/5th of their face value could be utilised for import of any one of the cycle spare parts mentioned above. For the licensing period, July-December, 1956, the above condition was modified so as to read 'not more than 1/4th of their face value or Rs. 500 whichever is higher, can be utilised for import of any of the cycle parts mentioned above'. The minimum value of licences for cycles was fixed at Rs. 1,000 wth effect from the licensing period January-June, 1956.

*Quota for parts and accessories of cycles.*—Licences are not valid for the import of the following articles :— (1) Bells, (2) lamps other than dynamo lamps, (3) carriers, (4) handle grips (in loose condition or fitted with handle bars), (5) stands, (6) plastic reflectors, (7) pedal rubbers (in loose condition) and (8) brake rubbers (in loose condition). Additional licences equal in value to 25% of quota licences were granted for the licensing periods during the years 1955 and 1956 to established importers of cycle spare parts. These licences were valid only for the import of the following items: (1) freewheels, (2) chains, (3) spokes (only during 1955), (4) B. B. fittings, (5) saddles and (6) rims (from July, 1955 to December, 1956). Since July, 1956, roller chains of  $1\frac{1}{2}'' \times 1\frac{1}{8}''$  size, whether in cut to length sizes or in rolls, have been treated as bicycle chains and their imports have been allowed against licences for parts and accessories of cycles. Actual user applications from recognised small scale assemblers or co-operative societies undertaking manufacture of complete bicycles supported by usual Director of Industries Certificates have been considered *ad hoc* by C. C. I. since January, 1956. Such licences are valid only for the import of the following parts: (1) lugs and B.B. shells, (2) freewheels, (3) B. B. fittings, (4) chains, (5) hubs and fork head fittings and (6) rims (from January, 1957). Since July, 1956, import of steel balls of sizes  $5/6''$  diameter and below are allowed against licences for parts and accessories of cycles by utilising up to 1% of the face value of licences issued therefor. During the current licensing period viz., January-June, 1957, not more than 20% of the face value of the licence granted for parts and accessories of cycles can be utilised for the import of cycle spokes and nipples.

11.1.3. The import policy for bicycle tyres and tubes was always linked to that of other rubber tyres and tubes. A general quota of 100 per cent. of one-half of best year's imports was allowed to established importers for each of the licensing periods from January-June, 1954 to July-December, 1956. The quota has been reduced to 75 per cent. for the current licensing period January-June 1957. The licences issued were not valid for import of certain sizes of rubber tyres and tubes. The list of banned sizes is given below :—

24 X 1-1/2 . . . . .	. 2 ply
26 X 1-3/8 . . . . .	. 2 ply
26 X 1-1/2 . . . . .	. 2 ply
28 X 1-1/2 . . . . .	. 2 ply
28 X 1-3/4 . . . . .	. 2 ply
28 X 1-1/2 . . . . .	. 4 ply
24 X 1-3/8 . . . . .	. 2 ply
26 X 1-3/4 . . . . .	. 2 ply
26 X 2 X 1-3/4 . . . . .	. 2 ply
	} These three have been removed from the banned list from January-June 1956.

By Public Notice No. 45-I. T. C. (PN)/56 dated 19-10-1956 grant of additional licences for import of bicycle tyres and tubes was announced. Applications for import of bicycle tyres and tubes from approved manufacturers/assemblers of bicycles borne on the register of the Development Wing were to be considered *ad hoc* by the Chief Controller of Imports. These actual user applications were to be submitted through the Development Wing. The licences granted were, however, not valid for import of banned sizes. By Notification No. 14-I. T. C. (PN)/57 dated 22nd February, 1957, Government withdrew the restrictions relating to any particular sizes in view of the general shortage of bicycle tyres and tubes. In net effect, quota licences granted for January-June, 1957 period are valid for import of all or any size of bicycle tyres and tubes. Applications for the import of bicycle tyres and tubes from such of the approved indigenous manufacturers of cycle rims who are not manufacturers of bicycle tyres and tubes are also to be considered in addition to applications from approved manufacturers/assemblers of bicycles. Further, a portion of the supplementary licences that are granted to established importers for automobile tyres and tubes may be validated for import of bicycle tyres and tubes if considered necessary by Government.

11.1.4. Details of the import control policy for cycles and parts and accessories of cycles (other than tyres and tubes) for the current licensing period January-June, 1957, are furnished in Appendix VIII.

11.2. *Imports.*—The following table gives the imports of complete cycles and cycle parts as furnished to the Commission by the Director General of Commercial Intelligence and Statistics, Calcutta.

Year 1	Quantity(Nos.) 2	Value (Rs.) 3		
<i>(i) Bicycles complete or in sections</i>				
1953-54	.	93,194	96,31,713	
1954-55	.	85,833	87,91,363	
1955-56	.	145,857	137,36,947*	
1956-57 (April-November)	.	110,225*	111,63,881	
<i>(ii) Frames for cycles</i>				
1953-54	.	705	15,341	
1954-55	.	525	973	
1955-56	.	90	1,150	
1956-57 (April-November)	.	Nil	Nil	
<i>(iii) Handle bars</i>				
1953-54	.	79,272	8,02,573	
1954-55	.	79,691	7,37,801	
1955-56	.	61,122*	5,37,051	
1956-57 (April-November)	.	33,716*	1,13,692*	

1	2	3	
<b>(iv) Roller chains of size 1/2" × 1/8"</b>			
1956-57 April-November . . . . .	Feet 10,22,497*	Cwt. 2,946*	
<b>(v) All other parts and accessories of cycles not otherwise specified</b>			
1953-54 . . . . .	94,65,590		
1954-55 . . . . .	1,48,71,539		
1955-56 . . . . .	1,79,83,295		
1956-57 (April-November) . . . . .	1,61,52,059		
(*Reported incomplete.)			
11.3. The break-down of the figures furnished above according to the important countries of origin is furnished in Appendix IX.			
Bicycles are assessed to duty under item No. 75(5) of the First Schedule to the Indian Tariff Act, 1934. Parts and accessories of			
<b>12. Existing rates of duty</b>	bicycles are assessed to duty under Item Nos. 75(6), 75(7), 75(7A) and 75(8) of that Schedule. The current rates of protective duty on the articles falling under these items are shown in the following table :—		
I.C.T. Item No.	Name of article	Rate of protective duty.	Duration of protective rates of duty
1	2	3	4
75(5) Cycles. (other than motor cycles) imported in sections or otherwise, but excluding saddles, rubber tyres and tubes and accessories, such as, carriers and stands, bells, lamps, pumps, gear cases, chain guards and tool kits—			
(a) of British manufacture.	47½ per cent. <i>ad valorem</i> or Rs. 60 per cycle, whichever is higher.	December 31, 1957.	
(b) not of British manufacture.	Rate of duty actually charged at the time for such products of British manufacture plus 10 per cent. <i>ad valorem</i> .		Do.
75(6) Frames for cycles (other than motor cycles)—			
(a) of British manufacture.	60 per cent. <i>ad valorem</i> plus 5 per cent. of the total duty.		Do.
(b) not of British manufacture.	70 per cent. <i>ad valorem</i> plus 5 per cent. of the total duty.		Do

	1	2	3	4
75(7) Handle-bars for cycles (other than motor cycles)—				
(a) of British manufacture.		60 per cent. <i>ad valorem</i> plus 5 per cent. of the total duty.		December 31, 1957
(b) not of British manufacture.		70 per cent. <i>ad valorem</i> plus 5 per cent. of the total duty.		Do.
75(7A) Roller chains of size $\frac{1}{2}'' \times \frac{1}{8}''$ used as parts and accessories of cycles (other than motor cycles), whether imported cut to length or in rolls—				
(a) of British manufacture.		60 per cent. <i>ad valorem</i> plus 5 per cent. of the total duty.		Do.
(b) not of British manufacture.		70 per cent. <i>ad valorem</i> plus 5 per cent. of the total duty.		Do.
Provided that such chains capable of being used as parts and accessories of motor cycles or in an industrial system shall be deemed to be dutiable at the appropriate rate specified above.				
75(8) All other parts and accessories of CYCLES (other than motor cycles) not otherwise specified (excluding rubber tyres and tubes)—				
(a) of British manufacture.		60 per cent. <i>ad valorem</i> plus 5 per cent. of the total duty.		Do.
(b) not of British manufacture.		70 per cent. <i>ad valorem</i> plus 5 per cent. of the total duty.		Do.

13.1. In 1946 and 1949 the Tariff Board examined the costs of production of bicycles in the factories of Hind Cycles and Hindustan Bicycle Corporation (which were the only units in existence then) and estimated their fair selling prices for comparison with the c.i.f. prices of imported bicycles. In 1954

the Tariff Commission examined the costs of production of bicycles produced in four of the six manufacturing units which were then in existence, but chose Hind Cycles Ltd., one of the four, as the representative unit for the whole industry. After a careful survey of the structure of the industry as it now exists we have arrived at the conclusion that no single unit could be considered to be representative of the industry. Large scale production of bicycles and component parts has been achieved by several units which, although in full competition with each other, charge varying prices based on either the good-will or the intrinsic quality of their respective products. As demand and

production have both increased, almost in even measure, both in volume as well as in diversity of types, each type of bicycle attracts the class of consumers who can afford the price range at which it sells. In these circumstances a comparison of the costs of indigenous bicycles with the prices of imported bicycles has to be made separately for each price range and not as was done by the Commission in 1954 *viz.*, a representative indigenous type with a corresponding foreign model. We have, therefore, attempted neither to average indigenous prices nor to fix a particular indigenous model as representative. We have also endeavoured to collect c.i.f. prices of foreign bicycles in different price ranges. As regards components the same method has been adopted.

13.2. Our Cost Accounts Officers have examined the costs of production of bicycles and important components in the factories of four manufacturers of complete bicycles. A similar examination has been conducted into the costs of production of a variety of components produced in the factories of four component manufacturers. The reports of the Cost Accounts Officers have been forwarded to Government as confidential enclosures to this Report. As desired by the manufacturers concerned, we propose to give only a summary of the cost data in this Report, without disclosing the figures relating to individual manufacturers.

13.3. We give below the estimated fair ex-works prices of four indigenous bicycles (exclusive of tyres and tubes and saddles) produced by four different manufacturers denoted as A, B, C and D.

	A Rs.	B Rs.	C Rs.	D Rs.
1. Raw materials and finished parts (exclusive of tyres and tubes)	43.91	58.71	72.46	56.24
2. Above material cost	45.29	30.45	40.81	24.54
3. Interest on working capital	1.82	1.80	2.22	1.70
4. Return on block	5.05	5.79	7.03	2.36
5. Railway freight disadvantage	2.00	2.00	2.00	2.00
6. Allowance for contingencies	2.00	2.09	2.00	2.00
	100.07	100.75	126.52	88.84

Some of the factors that have been taken into account in arriving at the above fair ex-works prices are discussed below :

(a) *Interest on working capital* has been allowed at 5½ per cent. per annum on an amount equivalent to four months' cost of production. The rate of interest has been agreed to by us after taking note of current rates at which bank finance is available.

(b) *Return on block* has been allowed at 10 per cent, on the gross value of the block.

(c) *Railway freight disadvantage* has been allowed at Rs. 2 per bicycle, which has been calculated on the basis of current railway freight rates. It has been recognised in the past that the indigenous

manufacturer is subject to a certain disadvantage on account of freight in relation to the imported product in certain areas nearer the ports.

(d) *Allowance for contingencies* has been allowed at Rs. 2 per bicycle, which, in our opinion, would be required to cover unforeseen increases in costs.

(e) As c.i.f. quotations for imported bicycles are exclusive of the cost of tyres, tubes and saddles, the estimates made by us are on the same basis.

13.4. As regards components and parts, our Cost Accounts Officers have estimated the costs of production of several items produced by manufacturers of complete bicycles and by manufacturers of components, but we have selected only a few of them for enumeration below for two reasons *viz.*, (a) not all of the components are sold in the spare parts market, and (b) corresponding c.i.f. prices are available only for a limited number. The information given below relates only to the selected items :

		Rs.	Rs.
Fork . . . . .	each	3.84	2.73
Chain wheel with cranks . . . . .	each	4.43	..
Spokes, nipples and washers . . . . .	gross	4.43	..
Chains . . . . .	each	2.16	3.39
Rims . . . . .	each	8.90	..
Freewheel . . . . .	each	2.67	..

The information received from leading importers and Collectors of Customs regarding c.i.f. prices and landed costs is given in three statements marked A, B and C under Appendix X.

14. **c. i. f. prices and landed costs.**

Statement A.—Statement showing the c.i.f. prices and landed costs of complete bicycles.

Statement B.—Statement showing the c.i.f. prices and landed costs of component parts of bicycles.

Statement C.—Statement showing the c.i.f. prices and landed costs of accessories of bicycles.

These prices were discussed at the public inquiry with representatives of producers, dealers and importers, and it was decided that comparison of indigenous ex-works prices should be made with the under-mentioned c.i.f. prices :

<i>Bicycles</i>	U. K. Products :		Make	Rs.	A.	P.
			Burton-on-Humber	86	4	0
		Hercules		95	0	0
		Phillips		95	0	0
		B.S.A.		98	0	0
		Raleigh		108	0	0
	Japanese products :	Not known		67	0	0

*Components :*

Name	U.K.	German	Japanese
	Rs. A. P.	Rs. A. P.	Rs. A. P.
Fork . . . . .	5 8 0	..	2 1 0
Chain-wheel with cranks	. . . . .	.. ..	4 0 0
Spokes, nipples and washers (gross).	. . . . .	3 2 0 2 15 0	2 14 0
Chains . . . . .	2 1 0	1 6 0	1 4 0
Rims . . . . .	9 8 0	..	7 9 0
Freewheel . . . . .	2 1 0	..	1 7 0

To arrive at the landed costs (ex-duty), of the foreign bicycles  
 15. Comparison of fair and components for which c.i.f. prices were available (vide paragraph 14 above) we have added ex-works prices of indigenous bicycles & landing charges at the customary rate of one per cent. in each case. After a comparison of the f. prices and landed costs (ex-duty) of imported bicycles with c. i. f. prices and landed costs so worked out with the fair ex-works prices of the several indigenous items indicated in paragraph 13, we have calculated that the percentages of disadvantage [or advantage indicated by the symbol (—)] to the ex-works prices in each case work out as follows :—

## BICYCLES

Statement showing the difference between the fair ex-works prices of indigenous bicycles and the landed costs (ex-duty) of imported bicycles expressed as a percentage of the c.i.f. prices of the latter.

Fair ex-works prices of indigenous bicycles	The difference referred to above in relation to different landed costs expressed as percentage of corresponding c.i.f. prices.				
	Japanese c.i.f. Rs. 67	U.K. c.i.f. Rs. Landed cost Rs. 67·67	U.K. c.i.f. Rs. ded cost Rs. 87·11	U.K. c.i.f. Rs. cost Rs. 95·95	U.K. c.i.f. Rs. landed cost Rs. 98·98
Rs. 100·07 . . . . .	48	15	4	1	(—) 8
Rs. 100·75 . . . . .	49	16	5	2	(—) 8
Rs. 126·52 . . . . .	88	46	32	28	16
Rs. 88·84 . . . . .	32	2	(—) 8	(—) 10	(—) 19

COMPONENTS

*Statement showing the difference between the fair ex-works prices of indigenous Components and the landed costs (ex-duty) of imported components expressed as a percentage of the c.i.f. prices of the latter.*

Fair ex-works price of indigenous

The difference referred to above in relation to different landed costs expressed as percentage of corresponding c.i.f. prices.

	U. K.		JAPANESE		GERMAN			
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		
	c.i.f. ex-duty	Landed cost c.i.f.	Percentage ex-duty	Landed cost c.i.f.	Percentage ex-duty	c.i.f. ex-duty	Landed cost c.i.f.	Percentage ex-duty
Fork	3.84	5.50	5.56 (—31)	2.06	2.08	85	..	..
Chain wheel & crank	4.43	..	..	4.00	4.04	10	..	..
Spokes, nipples & washers (gross)	4.43	3.13	3.16 (—41)	2.88	2.91	53.	2.94	2.97
Chains	2.16	2.06	2.08	4	1.25	72	1.38	1.39
	3.39	2.06	2.08	64	1.25	1.26	170	1.39
Rims	8.90	9.50	9.60 (—7)	7.6	7.68	16	..	..
Freewheel	2.67	2.06	2.08	29	1.44	1.45	85	..

16.1. It would appear from the first table in paragraph 15 that the duty required to protect at least one indigenous make of bicycle against an English bicycle is 46 per cent. and against a Japanese bicycle 88 per cent. Two other bicycles would seem to require protection against Japanese products to the extent of 48 and 49 per cent. These percentages, however, are subject to an important qualification. The domestic bicycle market generally consists of several sectors with prices varying according to the consumer's preference and purchasing power and this, to some extent, limits the extent of possible competition between a Japanese bicycle and a more expensive indigenous bicycle produced to, say, British specifications and from expensive raw materials. However, the growing threat of Japanese competition cannot be ignored, and the figures given above provide some measure of this competition. Recent arrivals of Japanese bicycles are reported to be of good quality and finish in spite of their low prices. It will be seen from the statement given in Appendix IX that imports from Japan, though not large, have been increasing year by year. With the cut in monetary ceilings for licences, importers may find it profitable to utilise their quotas for imports of Japanese bicycles, because a larger number could be imported within a given monetary ceiling. We would also like to add that in comparing the fair ex-works prices of indigenous bicycles with the landed costs (ex-duty) of bicycles of U.K. origin we have made no allowance for the prejudice factor. In India, consumer's preference for bicycles of British origin is so great that most buyers are prepared to pay heavy premiums for them, and any U.K. bicycle irrespective of its make offers competition to any Indian bicycle of any grade.

16.2. As regard components, the data collected by us (which related only to certain organised large scale and medium scale units) do not afford conclusive or sufficient evidence for determining the precise quantum of protection required by the large number of manufacturers of parts and accessories in the country. In the second table given under paragraph 15 some indication is given of the range of the disadvantages suffered by indigenous components as compared with those of U.K., Japanese and German origin. The very high percentages denoted against one indigenous make of chain (ex-works price Rs. 3.39) need not be considered as the cost of production in the relative unit for this item is likely to go down further. It was mentioned at the public inquiry that under present conditions of restricted imports of components, and gradual improvement in the quality of indigenous products, producers in the country are able to sell their output despite pronounced consumer's preference for foreign components. It would appear from this that the present level of duty imposed on imported components, parts and accessories affords adequate, but not excessive, protection.

16.3. The very fact that there is considerable disparity in the costs of production both of bicycles and their components, as disclosed in our limited examination of the data relating to only four out of seventeen large scale and fourteen small scale manufacturers of complete bicycles, and four out of over five hundred manufacturers of components, goes to show that all the units are in different stages of development and employ diverse techniques of manufacture. Indigenous manufacture of certain difficult components like freewheels and

chains has yet to be developed on a large scale, and the establishment of the ancillary manufacture of items like axles has to take place in order to achieve self-sufficiency. The improvement in the position of most of the manufacturers, especially of the medium scale and small scale sectors, has been largely due to the restrictions on imports imposed by Government mainly for conserving foreign exchange. It is, therefore, evident that the industry should be given time and facilities in full measure to consolidate and strengthen its position. We expect that a minimum period of three years will be required by the industry for this purpose. The period of protection would thus expire when the Second Five Year Plan would have made sufficient progress and that would be a suitable time for us to take fresh stock of the situation.

16.4. After taking all the above factors into consideration we recommend that protection to the bicycle industry should be continued for a further period of three years, i.e. up to 31st December 1960, and that the protective duties should continue at the existing rates for the respective articles denoted against Item Nos. 75(5), 75(6), 75(7), 75(7A) and 75(8) of the Indian Customs Tariff Schedule.

16.5. It was contended by certain Associations of dealers and importers that the measure of protection which the industry has been enjoying is excessive, firstly, because the types of indigenous products which require the existing quantum of protection are few, and, secondly, because a sheltered market has been provided for indigenous bicycles and components through the operation of import control. It was also contended that, as a result of these two-fold measures the incentive for indigenous manufacturers to reduce costs and prices would disappear. Our answers to these contentions are: (a) the quantum of protection which has been in existence (and continuance of which we recommend) is not excessive, and is, in fact, necessary, because, under existing conditions of indigenous supply and demand, every type of bicycle produced in the country and every unit manufacturing components should be protected from the dangers of any kind of foreign competition to ensure the success of the horizontal development to which the industry has been geared; failure to achieve the success would result in wastage of national resources; (b) the provision of a sheltered market (although resulting from import restrictions which were imposed for conserving our slender foreign exchange resources) is a measure which is in itself justifiable, for promoting speedy development of the domestic industry, on the ground that the strong preference of the domestic consumer for imported products cannot easily be countered in any other way. Finally, we see no reason to take the pessimistic view that the incentive to reduce domestic costs and prices would disappear. The internal competition in the industry is indeed very considerable. Consumers are becoming increasingly conscious both of quality and price, and the race between each of the several types of domestic bicycles to better its performance progressively is likely to be kept up. There is one more factor to be considered in this connection, namely, that any step taken to reduce the duty on bicycles or their components is not likely to result in any benefit to the purchasers of the imported products. With the cut in imports resulting in reduced numbers imported, the pressure from consumers who have preference for foreign products will be

greater, and middle-men dealing in them would have greater incentive to pocket the profits than passing on the benefits to consumers. The alternative, therefore, is to maintain the level of duty and retain the revenue for the Exchequer.

The selling prices during the years 1954, 1955 and 1956 of 18 makes of bicycles produced by 15 manufacturers

## 17. Selling prices

es during the years 1934, 1935 and 1936 of 16 makes of bicycles produced by 15 manufacturers who have furnished the information are given in Appendix No. XI. The information given includes particulars regarding specification, basis of quotation and discount allowed.

**18.1 Exports.**—The Development Council (Bicycles) has laid the  
**18. Ancillary recommendations** following export—targets for bicycles.

These targets have been incorporated in the "Programmes of Industrial Development 1956-61" approved by the Planning Commission. No exports have taken place so far and the target for 1956-57 will remain unfulfilled. Manufacturers are of opinion that the possibilities of promoting exports to nearby countries are slender as Indian bicycles will find it impossible to compete in those markets with foreign bicycles at the current level of prices. The Engineering Export Promotion Council which sent a Delegation to Burma in 1956 has reported that as the margin of profit to Burmese importers on bicycles of U.K. origin is high, and the margin on Indian bicycles low,—as consumers in Burma have a preference for established brands of U.K. bicycles —, while quotas for bicycle imports in Burma are small, the chances of Indian bicycles finding a market in Burma are poor. The same would appear to apply to conditions in the Middle East and Far East markets. Two of the manufacturers of indigenous bicycles mentioned during their discussions with us that they were investigating the feasibility of exporting five to ten per cent. of their production at reduced prices. Government has already agreed to give drawback of customs duty to exporters to the extent of 7/8th of the average duty paid on imported materials used in the manufacture of cycles which are exported; but the rules governing the refund are, in the opinion of some manufacturers, very complicated. It is also observed that the existing agreements of Sen-Raleigh Industries and T. I. Cycles, with their foreign collaborators (the makers of the Raleigh Group of bicycles and Hercules bicycles respectively) contain clauses which prevent them from selling their products outside their respective 'territories', meaning, in the case of T.I. Cycles India, Pakistan and Nepal, and in the case of Sen-Raleigh India, Pakistan and Afghanistan. As a result of these restrictions, it would appear that these two manufacturers of well-known makes of bicycles cannot effectively take part in export promotion schemes relating to bicycles unless the relative terms of the agreements are modified by negotiation. We trust that

the manufacturers concerned will consider this matter when a suitable opportunity occurs for reviewing their agreements. The industry, even as at present situated, has surplus capacity which can be utilised for export promotion. The planned sanctioned capacity of the bicycle manufacturers (*vide* para. 5.2.4) is 17·16 lakhs per annum and there is scope for increasing the capacity by resorting to double shift working in several units, whereas our estimate of annual demand is much less. We, therefore, recommend that the leading producers of bicycles in the country should endeavour to find out export markets for their bicycles in the neighbouring countries where products of Indian manufacture enjoy a measure of goodwill.

**18.2. Imports of Roller chains 1/2" × 3/16".**—Complaints were made at the public inquiry by manufacturers that roller chains of 1/2" × 3/16" size are being imported into the country as textile machinery chains or steel chains or motor cycle chains although their end use has been in the bicycle market, it being possible to cut them into lengths of 104 links and adapt them for use as bicycle chains. Imports of these chains under steel products or motor cycle parts are assessed to duty at rates much less than those applicable to bicycle chains, e.g., under I.C.T. item 63(28) at 31-1/4 per cent. and under I.C.T. item 75(2) at 47-1/4 per cent. standard and 39 3/8 per cent. preferential while bicycle chains are liable to duty under I.C.T. item 75 (8) at 63 per cent. preferential and 73 1/2 per cent. standard. Although a 1/2" × 3/16" chain is not eligible to be classed as a standard. bicycle chain, its use as one has not been ruled out. The existing administration of the rules relating to the import and assessment to duty of roller chains 1/2" × 3/16" leaves scope for abuse by importers but a solution involves technical investigation. We recommend that such investigation should be made and steps taken to stop the abuse, as it impinges on the effectiveness of the protection granted to manufacturers of bicycle chains of standard dimensions.

**18.3. Installation of addition capacity.**—For the manufacture of complete bicycles twenty one units have been licensed under the Industries (Development and Regulation) Act, 1951 and forty nine under the control of Development Commissioner (S.S.I.). Seventeen of the former and fourteen of the latter have so far come into production. The objective of maintaining sufficient internal competition would thus appear to have been achieved. It will be observed from the statement in paragraph 5.2.1 that there are a number of units which have been licensed to work only one shift and that *prima facie* there is a case for internal expansion in these units, depending, of course, on the resources and performance of each unit. We, therefore, recommend that when additional capacity is required for the manufacture of bicycles, prior consideration should be given to the desirability of allowing some of the existing units which are at present restricted to single shift working to work double shift.

**18.4. Supply of information.**—We have been greatly hampered in the conduct of this investigation by the failure of a number of manufacturers to furnish replies to our questionnaires ; as stated in paragraph 5.2.1 only eleven among the seventeen units sent their replies. Material items of information relating to constitution of units, statistics of production, sales, prices etc. were not forthcoming even after repeated reminders. We recommend that all manufacturers licensed

under the Industries (Development and Regulation) Act, 1951 should be directed to furnish the Commission *monthly* with figures relating to their production, sales, stocks and prices.

**18.5. Associations.**—We observe that there are at present two Associations of bicycle manufacturers one styled "The Cycle Manufacturers' Association, Calcutta" having as its members some of the larger units in the industry among the seventeen referred to in paragraph 5.2.1 and the "All India Cycle Manufacturers' Association, New Delhi" consisting of the others who therefore style themselves as "Medium Scale Producers". As all of them have been licensed under the Industries (Development and Regulation) Act, 1951, the artificial demarcation which has resulted from the functioning of two Associations, whose interests cannot but be common, is not conducive to concerted action. In the larger interests of the industry, we recommend that the two Associations should amalgamate as early as possible.

Our conclusions and recommendations are summarised below:

**19. Summary of conclusions and recommendations**

(i) The installed annual capacity on single shift basis of seventeen large scale units is 954,000 bicycles, but they have been licensed to produce, annually 1,262,900 bicycles, subject to four of them working double shift and two of them expanding their plants. The capacity of four other units, licensed but not yet in production, is 234,000 bicycles per annum. Forty-nine small scale manufacturers, of which fourteen are now in production have also been licensed to manufacture/assemble complete bicycles with aggregate capacity of 219,000 bicycles per annum. If all the licensed units fulfil their commitments the total productive capacity of the large and small scale manufacturers of complete bicycles will aggregate 1,715,900 bicycles per annum.

[Paragraph 5.2.4]

(ii) The production of bicycles in 1956 amounted to 691,257.

[Paragraph 6.1]

(iii) The demand for bicycles in 1956 was about eight lakhs. The demand is expected to expand at the end of 1960 to fourteen lakhs of bicycles at the rate of 1.5 lakhs per year.

[Paragraph 7.3]

(iv) Government may re-examine the present licensing policy with respect to raw materials and components with a view to removing any undue hardships suffered by producers other than the four large units.

[Paragraph 8.3]

(v) Licences for imports of rims should not be granted unless the production of rims by Dunlop Rubber Co., Ltd., and Wheel & Rim Co., of India Ltd., the two ancillary producers on the one hand, and Hind Cycles Ltd., and Nundy & Co., Ltd., (who have surplus capacity), on the other, is found to be inadequate to meet the country's needs.

[Paragraph 8.6]

(vi) As Dunlop Rubber Co., Ltd., expands its production of rims it should, as far as possible, allot the additional production equitably among the various cycle manufacturers instead of reserving it exclusively for the units to which it sells rims at present.

[Paragraph 8.6]

(vii) Certain components such as rims, spokes, chains, freewheels etc., should be recognised as suitable for development by independent ancillary units and that fresh licences for the manufacture of such components and accessories should be granted only to independent units which are established specifically for the purpose and not to manufacturers of complete bicycles.

[Paragraph 8.7]

(viii) The Indian Standards Institution should expedite finalisation of the standards relating to bicycles and components.

[Paragraph 10.1]

(ix) All the manufacturers should assist the Indian Standards Institution in the work of finalising standards and avail themselves of the facilities offered by it for certification.

[Paragraph 10.1]

(x) The Indian Standards Institution should re-examine the tentative standards which have been laid down and the draft standards under circulation in the light of the complaints by a section of the industry that they contain superfluous details and create practical difficulties for producers.

[Paragraph 10.2]

(xi) Protection to the bicycle industry should be continued for a further period of three years, i.e., up to 31st December, 1960, and that the protective duties on the articles specified in the item Nos. 75(5), 75(6), 75(7), 75(7A) and 75(8) of the Indian Customs Tariff Schedule should continue at the existing rates.

[Paragraph 16.4]

(xii) The leading producers of bicycles in the country should endeavour to find out export markets for their bicycles in the neighbouring countries where products of Indian manufacture enjoy a measure of goodwill.

[Paragraph 18.1]

(xiii) The existing administration of the rules relating to the import and assessment to duty of Roller chains  $\frac{1}{2}'' \times \frac{3}{16}''$  dimensions leaves scope for abuse by importers but a solution involves technical investigation. Such investigation should be made and steps taken to stop the abuse as it impinges on the effectiveness of the protection granted to manufacturers of bicycle chains of standard dimensions.

[Paragraph 18.2]

(xiv) When additional capacity is required for the manufacture of bicycles, prior consideration should be given to the desirability of allowing some of the existing units which are at present restricted to single shift working to work double shift.

[Paragraph 18.3]

(xv) All manufacturers licensed under the Industries (Development & Regulation) Act, 1951 should be directed to furnish the Commission monthly with figures relating to their production, sales, stocks and prices.

[Paragraph 18.4]

(xvi) The existing two Associations of manufacturers of bicycles should amalgamate as early as possible.

[Paragraph 18.5]

We wish to express our thanks to the producers of bicycles  
**20. Acknowledgements** and component parts, importers, consumers and  
 the various Associations concerned who furnished us with valuable information in connection with this inquiry.

K. R. DAMLE,  
*Chairman.*

B. N. ADARKAR,  
*Member.*

C. RAMASUBBAN,  
*Member.*

S. K. MURANJAN,  
*Member.*

J. N. DUTTA.  
*Member.*

RAMA VARMA  
*Secretary.*

Bombay, 20th March, 1957.



## APPENDIX I

*(Vide Paragraph 3·1)*

*List of firms or bodies to whom questionnaires were issued and from whom replies or memoranda were received*

(\* Indicates those who sent replies or memoranda.)

### **A. Large Scale Producers of Bicycles**

- \*1. Hind Cycles Ltd., 250, Worli, Bombay-18.
- \*2. Hindustan Vehicles Ltd., 11, Clive Road, Calcutta-1.
- \*3. Sen-Raleigh Industries of India Ltd., Mercantile Buildings, Lal Bazar, Calcutta.
- \*4. T.I. Cycles of India Ltd., Swastik House, 106, Armenian Street, Madras-1.
- \*5. The Atlas Cycle Industries, Ltd., Sonepat (Near Delhi).
- \*6. India Cycle Mfg. Co., Ltd., 4, Clive Ghat Street, Calcutta.
- 7. Wearwell Cycle Co. (India), Wearwell Works, Faridabad.
- \*8. The Pearl Cycle Industries Ltd., Pearcey Lal Mansion, Kashmere Gate, Delhi-6.
- \*9. Nundy & Co., P-62-A, Bentinck Street, Calcutta-1.
- \*10. Avon Cycles Ltd., Industrial Area, Ludhiana.
- 11. Roadmaster Industries of India Ltd., Rajpura.
- \*12. H.R. Bhalla & Sons, 3, Faiz Bazar, Daryaganj, Delhi.
- 13. Rampur Engineering Co. Ltd., Rampur, Uttar Pradesh.
- \*14. Popular Cycle Mfg. Co., Ltd., Belanganj, Agra.
- 15. Gopal Metal Works, Industrial Area, Aish Bagh Road, Lucknow.
- 16. Metal Goods Manufacturing Co., Vidhyapith Road, Banaras Cantt.
- 17. Hero Cycle Industries, Millerganj, Ludhiana.

### **B. Small Scale Bicycle Producers**

#### PUNJAB

- \*1. M/s. Amar Industries, Gill Road, Millar Gang, Industrial Area, Ludhiana.
- 2. M/s. Ashoka Cycle Industries, Sadar Bazar, Jind City.
- \*3. M/s. Bicycle Manufacturing Co-op. Societies, Ludhiana.
- 4. M/s. Birmingham Cycle Industries, 704/1 near Jhan Gate, Jind.
- \*5. M/s. Deepak Industries, Gill Road, Ludhiana.
- 6. M/s. Gurunanak Engineering, 747, Industrial Area 'B', Gill Road, Ludhiana.
- \*7. M/s. Malerkotla Cycle Iron & Steel Industrial Co-op. Society, Malerkotla.
- \*8. M/s. Prabhat Cycle Industries, G.T. Road, Industrial Area, Millar Ganj, Ludhiana.
- 9. M/s. Punjab Cycle Corporation, Main Bazar, Moga.
- 10. M/s. Robust Cycle Industries, Factory Area, Patiala.
- \*11. M/s. Sunflower Cycle Ltd., Gill Road, Millarganj, Industrial Area, Ludhiana.
- \*12. M/s. Supper Cycle & Allied Industries, Super House, G.T. Road, Ludhiana.

#### DELHI

- \*13. A.K. Cycle Industries, 84, Chandni Chowk, Delhi.
- 14. Arjan Sing Dalip Sing, Pul Bangash, Sadar Bazar, Delhi.
- 15. M/s. Armour Cycle Industries, 29, Najafgarh Road, New Delhi.
- 16. M/s. Chandra Industries, Kalkaji, New Delhi.
- \*17. M/s. Hindustan Cycle Accessories Manufacturing Co., 18, Fort View Hotel, Esplanade Road, Delhi.

18. M/s. Matchless Cycle Industries, 8-A, Esplanade Road, Delhi.
19. M/s. Nawalson Cycle Industries, Moti Nagar, Delhi.
20. M/s. New Era Engineering Co., General Market, Paharganj, New Delhi.
21. M/s. Pavan Cycle Industries, Fassi Building, Delhi.
- \*22. M/s. Republic Cycle Industries, 31, Najafgarh Road, DLF Industrial Area, New Delhi.
23. M/s. Road King Cycle Co., 47A, Esplanade Road, Delhi.
24. M/s. Ruby Cycle Accessories Manufacturing Co., 3/58, Roopnagar, Sabzi Mandi, Delhi.

#### MADHYA PRADESH

25. M/s. Ashoka Cycle Industries, Gwalior.
- \*26. M/s. Central Cycle Industries 12, Maharani Road, Indore.
27. M/s. Mercury Industries, Mantri-Ji-ki-Building, Gwalior.
28. M/s. R. B. Cycles Industries, New Road, Ujjain.
29. M/s. Roadstar Cycle Industries, Gwalior.

#### BOMBAY

30. M/s. Allied Light Industries, 249, Frere Road, Bombay.
31. M/s. Cycle Accessories Mfg. Co., 906, Shukrawar Peth, Khadak, Poona.
- \*32. M/s. Commercial Engineering Works, Ghat Road, Nagpur.
- \*33. M/s. Hamilton Industries, Tulsipipe Line Road, Bombay.
- \*34. M/s. Jayant & Co., 33/34, Mahalaxmi Bridge, Bombay.
- \*35. M/s. Precious Die Works, B.P.T. Plot No. I, Jivraj Thakarsi Road, Cotton Green, Bombay.
- \*36. The Swaraj Cycle Industries, Reddy Lodge, Clerk Town, Nagpur.
37. M/s. United Industries, 82, Bazar Gate Street, Fort, Bombay.

#### CALCUTTA

38. M/s. Banerjee Cycle Industries, 7, Weston Street, Calcutta.
39. M/s. J.J. Mullick & Brothers, 21, Bentinck Street, Calcutta.
40. M/s. Unique Industries, 37, Musjid Bari Street, Calcutta.

#### UTTAR PRADESH

- \*41. M/s. Bharat Industrial Corporation, 84/7, Factory Area, Kanpur.
42. M/s. National Cycle Industries, Model Town, Ghazijabad.
43. The Pioneer Industries, 12-A, Heweth Road, Allahabad.
- \*44. M/s. Saibro Engineering Works, Aish Bagh Road, Lucknow.

#### MADRAS

- \*45. M/s. Rapid Industries, Gerugam bakkam, Kovour Post, (via) Poonamalle, Near Madras.

#### RAJASTHAN

- \*46. M/s. Jaipur Cycle & Parts Industries, Tank Bhawan, Vivekanand Road, Jaipur.
47. M/s. R.S. Brothers, Chaura Rasta, Jaipur.
- \*48. M/s. Rajasthan Cycle Industries, Tripolia Bazar, Jaipur.
49. M/s. Rajasthan Cycle & Parts Industries, Karvi Vihar, "C" Scheme, Jaipur.

**C. Producers of Parts and Accessories**

**PUNJAB**

1. Achhar Mechanical Works, Millar Ganj, Ludhiana.
2. Aggarwal Engineering Co., Gill Road, Millar Ganj, Ludhiana.
3. Ajit Mechanical Works, Millar Ganj, Ludhiana.
- \*4. Albert Engineering Works, Phillaur, Punjab.
- \*5. Allied Engineering Works, Mandi Road, Jullundur City.
6. Amar Industries, Millar Ganj, Ludhiana.
7. Amar Cycle Works, Ahartta Naraindass, Ludhiana.
8. Amar Sons, G. T. Road, V. Dholawal.
9. Amrichand Multanchand, New Model Town.
10. Amrick Sing Suchdeve, G. T. Road, Millar Ganj, Ludhiana.
11. Asia Cycle Industries, Gill Road, Ludhiana.
12. Aungrash Cycle Parts Mfg., Moongphali Mandi, Ludhiana.
13. Banulal Cycle Industries, Moongphali Mandi, Lundhiana.
14. Balwant Industries, G. T. Road, Millar Ganj, Ludhiana.
15. Balwant Sing & Sons, Vishwa Karma Puri.
16. Bakshi Engineering Co., Ludhiana.
17. Bant Engineering Works, Harankari Mohalla, Ludhiana.
18. Bant Mechanical Works, Harankari Mohalla, Ludhiana.
19. Basant & Sons, Industrial Area 'B', Ludhiana.
20. Basant Mechanical Works, Millar Ganj, Ludhiana.
21. Bassi Brothers, Millar Ganj, Ludhiana.
22. Bela Singh and Cc., Bhadar Nagar, Amritsar.
23. Bhag Engineering Works, Vishwa Karma Puri.
24. Bhagwan Singh and Bros., Gill Road, Ludhiana.
25. Bharat Industrial Corporation, G. T. Road, Near Village Bholawal.
26. Bhag Singh Pulley Maker, G. T. Road, Dholawal Village.
27. Bhanbal Cycle Industries, Moongphali Mandi, Ludhiana.
- \*28. Bhogal Sons, Lockman Nagar, Ludhiana.
29. Birdhi Engineering Works, Millar Ganj, Ludhiana.
- \*30. Bicycle Manufacturing Co-op. Societies, Millar Ganj, Ludhiana.
31. Calcutta Industry Works, Vishwa Karma Puri.
32. Chahal Mechanical Works, Moongphali Mandi, Ludhiana.
33. Chama Mechanical Works, Harakari Mohalla, Ludhiana.
34. Chand Mechanical Works, G. T. Road, Millar Ganj, Ludhiana.
35. Charajit Mechanical Works, G. T. Road, Millar Ganj, Ludhiana.
36. Crystal Mechanical Works, Gill Road, Ahartta Narain Dass, Ludhiana.
37. Dass Mechanical Works, Moongphali Mandi, Ludhiana.
38. Daresa Mechanical Works, Millar Ganj, Ludhiana.
39. Deep Cycle Industries, Industrial Area 'B', Ludhiana.
40. Deepak Cycle Industries, Industrial Area 'B', Ludhiana.
- \*41. Deepak Industries, Industrial Area 'B', Ludhiana.
42. Delco Engineering Works, G. T. Road, Ludhiana.
43. Dharam Singh & Brothers, G. T. Road, Millar Ganj, Ludhiana.
44. Diwan Mechanical Works, Millar Ganj, Ludhiana.
45. E. S. Engineering Works, Jail Road, Ludhiana.
46. East Punjab Industries of Labour, Ludhiana.
47. Frontier Mechanical Works, Millar Ganj, Ludhiana.
48. G. S. Brothers, Gill Road, Millar Ganj, Ludhiana.

49. Gharial Industrial Works, Millar Ganj, Ludhiana.  
 50. Girdharilal Khanna & Sons, Gill Road, Ludhiana.  
 51. Goyal Industrial Corporation, Raman Market, Ludhiana.  
 52. Great India Manufacturing Co., Millar Ganj, Ludhiana.  
 53. Gupta Engineering Corporation, Pacca Bagh, Jullunder City.  
 54. Gurdeep Singh Mehar Singh, G. T. Road, Ludhiana.  
 55. Gurnam Singh & Brother, G. T. Road, Millar Ganj, Ludhiana.  
 56. Gurunam Singh & Sons, Nanak Puri, Ludhiana.  
 57. Guru Arjan Mechanical Works, Gill Road, Millar Ganj, Ludhiana.  
 58. Guru Nanak Machinery Works, G. T. Road, Millar Ganj, Ludhiana.  
 \*59. Guru Nanak Manufacturing Works, Railway Road, Jullundcr City.  
 60. H. A. Bhogal Industries, Vishwakarama Puri, G. T. Road, V. Dholowal.  
 61. Harbans Electric & Mechanical Works, Gill Road, Millar Ganj, Ludhiana.  
 62. Harbhajan Singh Gurdial Singh, G. T. Road, Ludhiana.  
 63. Harijan Industrial Corporation, Tanda Road, Jullundar City.  
 64. Himmat Mechanical Works, Millar Ganj, Ludhiana.  
 65. H.S. Bansil Enginccring Works, Industrial Area 'B', Ludhiana.  
 66. Hindustan Engineering Works, 1/69, Railway Road, Jullunder City.  
 67. Indra Industrics, Gill Road, Ludhiana.  
 68. Indian Mcchanical Works, G. T. Road, Ludhiana.  
 69. Ishar Singh & Sons, Millar Ganj, Ludhiana.  
 70. Jadhav Mcchanical Works, Millar Ganj, Ludhiana.  
 71. Jai Bharat Enginccring (Rcgd.), Millar Ganj, Ludhiana.  
 72. Janta Engineering Co., G.T. Road, Millar Ganj, Ludhiana.  
 73. Jandu Cycle Industrics, Moongphali Mandi, Ludhiana.  
 74. Jawal Brothers, Gill Road, Millar Ganj, Ludhiana.  
 75. Jupiter Industries, Industrial Area 'B', Ludhiana.  
 76. K.S. Cycle Industries, Gill Road, Ludhiana.  
 77. Kamal Industries, Millar Ganj, Ludhiana.  
 78. Karm Singh & Sons, Gill Road, Ludhiana.  
 79. Kaushal Cycle Industrics, G. T. Road, Millar Ganj, Ludhiana.  
 80. Khalsa Engineering & Cycle Industries, Industrial Area 'B', Ludhiana.  
 81. Khalsa Welding Works, Gill Road, Ahartta Narain Dass, Ludhiana.  
 82. Kiran Industries, G. T. Road, Millar Ganj, Ludhiana.  
 83. Kochhar Industries, Moongphali Mandi, Ludhiana.  
 84. Kuldip Industries, Industrial Area 'B', Ludhiana.  
 85. Kumar & Kumar, Moongphali Mandi, Ludhiana.  
 86. Kumar & Kumar, Millar Ganj, Ludhiana.  
 87. Lachman Singh & Sons, G.T. Road, Ludhiana.  
 88. Lakara Metal Industries, Lakara Bazar, Ludhiana.  
 89. Lotus Cycles Industries, Industrial Area 'B', Ludhiana.  
 \*90. Laxmi Metal & Cycle Parts Works, Katra Sher Singh, Amritsar.  
 91. M. K. Industries, G.T. Road, V. Dholowal.  
 92. M. S. Steel Works, Munawar Road, Ludhiana.  
 93. Maler-Kotla Cycle and Iron & Steel Industrial Co-op. Society, Maler-Kotla, Punjab.  
 94. Manjal Industries, G. T. Road, Ludhiana.  
 95. Manjit Mechanical Works, G.T. Road, Millar Ganj, Ludhiana.  
 96. Mansoor Mechanical Works, G. T. Road, Millar Ganj, Ludhiana.  
 97. Modern Cycle Works, Gill Road, Ahartta Ganesh Mills, Ludhiana.  
 98. Mohindcr Singh Joginder Singh, Gill Road, Millar Ganj, Ludhiana.

99. Murari Engineering Works, Gill Road, Millar Ganj, Ludhiana.
100. National Metal Industries, Gill Road, Ludhiana.
- \*101. Navyug Bicycle Industries, G. T. Road, Millar Ganj, Ludhiana.
102. Nidhan Engineering Works, Jail Road, Ludhiana.
- \*103. Northern India Cycle Parts, Mfg. Association, Jullunder City.
104. Padam & Co., Industrial Area 'B', Ludhiana.
105. Paramount Cycle Industries, G. T. Road, Millar Ganj, Ludhiana.
106. Paul Industries, G. T. Road, Millar Ganj, Ludhiana.
- \*107. Prabhat Cycle Industries, G. T. Road, Ludhiana.
108. Prince Wall Cycle Industries, Moongphali Mandi, Ludhiana.
109. Pritam Mechanical Works, Millar Ganj, Ludhiana.
110. Public Cycle Works, Gill Road, Millar Ganj, Ludhiana.
- \*111. Punjab Cycle Assemblers Union, Gill Road, Millar Ganj, Ludhiana.
112. Raj Industries, G. T. Road, Millar Ganj, Ludhiana.
113. Raja Mcchanical Works, Jail Road, Ludhiana.
114. Ranjit Cycle Industries, G. T. Road, Ludhiana.
115. Rajindra Bicycle Industries, Gill Road, Ahatta Narain Dass, Ludhiana.
116. Rama Cycle Industries, Millar Ganj, Ludhiana.
117. Ramchand Khanchand, Moongphali Mandi, Ludhiana.
118. Rampur Engineering Co., Rampur, Punjab.
119. Raulex Cycle Industries, Naran Kari Street No. I, Millar Ganj, Ludhiana.
120. S.M. Gandhi & Co., Moongphali Mandi, Ludhiana.
121. S. P. W. Cycle Industries, New Model Town, Ludhiana.
122. Saggul Mechanical Works, G. T. Road, Ludhiana.
123. Sailkot Steel Works, Brown Road, Ludhiana.
- \*124. Seth Cycle Industries, New Market, G.T. Road, Ludhiana.
125. Sham Welding Works, G. T. Road, Ludhiana.
126. Shamsher Mechanical Works, Gill Road, Millar Ganj, Ludhiana.
127. Sira Mcchanical Works, Vishwakarma Puri
128. Sohan Cycle Industries, Gill Road, Ludhiana
129. Sond Cycle Industries, Narankari Street, No. 1, Millar Ganj, Ludhiana.
130. Sond Mechanical Works, Gill Road, Ludhiana
- \*131. State Mcchanical Works, Gill Road, Ludhiana
132. Sunflower Cycles Ltd. Industrial Area 'B', Ludhiana
133. Super Cycle & Allied Industries G. T. Road, Ludhiana.
134. Sun Rose Industries, Vishwa Karma Puri.
135. Tara Singh Bhal Singh, Industrial Area 'B' Ludhiana.
136. Tirat Ram Agarwal, Moh. Ajitpura, Jullunder City.
137. Trilock Mechanical Works, Narankari Street, No. 1, Millar Ganj, Ludhiana.
138. T. S. N. S. Mcchanical Works, Gill Road, Ludhiana.
139. Verma Cycle Mfg. Works, Gill Road, Ahatta Ganesh Mills, Ludhiana.
140. Victory Cycle Works, Malerkotla,
- \*141. Virdi Brothers, 1380 Neggar Mandi & Industrial Arca, Ludhiana.
142. Vishwakarma Mechanical Engineering Foundry, Phagwara.
143. Dhimam Foundry Works G. T. Road, Phagwara.

## UTTAR PRADESH.

- \*144. Anand Metal Industries, Shahganj, Agra.
- \*145. Bharat Industrial Works, Aish Bagh Road, Lucknow.
- 146. Bharatia Manufacturers, 58, Taj Road, Agra Cantt.
- 147. Bharat Manufacturing Works, 93/112, Anwerganj, Kanpur.
- \*148. Bharat Industrial Corporation, 80/89, La-Tauche Road, Kanpur.
- 149. Bhailala & Co., C 28/131, Talia Bagh, Banaras.
- 150. B. Kundu Engineer, 15/89, Civil Lines, Kanpur.
- \*151. Buddhalal & Co., C 30/4 Maldahia, Banaras.
- 152. Deepak Ltd., Ramnagar, Banaras.
- 153. Ferrom Moulding Works, 1, Sri Ram Road, Lucknow.
- 154. Hind Industries Works, 107, Jawahar Nagar, Kanpur.
- 155. Janta Parambulater Works, Khayalgunj, Lucknow.
- \*156. Kanak Lata Workshop, 31/32, Krishna Nagar, Kanpur.
- 157. Mehra Shovals Works, Bisheshar Nath Road, Lucknow.
- \*158. M. R. Talwar & Sons, 788, Latouche Road, Lucknow.
- \*159. Metal Goods Manufacturing Co., Vidhyapith Road, Banaras.
- 160. Pioneer Industries, 12, Hewett Road, Allahabad.
- \*161. Popular Cycle Manufacturing Co. Ltd., Ram Bhavan, Belangunj, / .
- 162. Primax Sardar Vyapari, 10, Kunj Behar Palace, Kanpur.
- \*163. Prince Carrier Works, Kabir Chaura, Banaras.
- 164. Rayat Engineering Works, 38, Hiraganj, Kanpur.
- 165. Radha Krishan Misra, 39/79, Chowk, Banaras.
- \*166. Raj Ratan Trading Co., Kanpur.
- \*167. R. Dunlop Steel Co., Nawal Ashram, Abbot Road, Lucknow.
- 168. Sardar Vyapari, 10, Kunj Palace, Kushalpuri, Kanpur.
- 169. S. S. & Sons, 24, Factory Area, Kanpur.
- \*170. Standard & Co., P. B. No. 249, Kanpur.
- \*171. Super Cycle Industries, 9/B, Khushalpuri, Nazirabad Road, Kanpur.
- 172. Swastik Cycle Industries, Belangunj, Agra.
- \*173. The Saibro Engineering Works, Aish Bagh Road, Lucknow.

## DELHI.

- \*174. Bharat Metals & Brass Industries, Chauri Bazar, Delhi.
- 175. British Permabulaters Co., Kutub Road, Delhi.
- \*176. Gujrals & Co., 17, Barakhamba Road, New Delhi.
- 177. Hindustan Cycle Accessories Mfg. Co., 12, Fort View Hotel, Esplanade Road, Gandhi Chowk, New Delhi.
- \*178. Ideal Traders, Sultan Singh Building, Kashmere Gate, Delhi.
- 179. Imperial Technical Works, Laxmidurga Mills Building, Original Road, New Delhi.
- 180. Indian Cycle and Wire Industries, 9, Esplanade Road, Delhi-6.
- 181. Malhotra & Co., Behind Imperial Bank, Chandni Chowk, Delhi.
- 182. Racmann Koshaskinn, 3429, Hakim Buqa Lane, Quazi, Delhi.
- \*183. Republic Cycle Industries, 31, Najaf-Garh Road, Delhi.
- \*184. Vedis Enterprises, Vedi Bhavan, 1593, Delhi Madarasa Road, Kashmere Gate, Delhi.
- 185. Zenith Cycle Industries, 9, Faiz Bazar, Darya-Ganj, Delhi.
- 186. Hitkari Bros., 9, Faiz Bazar, Delhi.

## BOMBAY.

- \*187. A. B. C. Engineering Corporation (Private) Ltd., Astodia Mills Compound, Ahmedabad.
- \*188. Hamilton Industries, Off. Haines Road, Tulsipipe Line Road, Bombay-13.
- \*189. Indo-Belga Engineering Co., P. O. Gomatiapur, Ahmedabad.
- \*190. New Haven Steel Ball Corporation, Dena Bank Building, Elphinstone Circle, Bombay
- \*191. Precious Die Works, B.P.T. Plot No. 26, Jackaria Bunder Road, Bombay-12.
- \*192. Shah Industries, 366/68, Kalbadevi Road, Bombay.
- \*193. Valia Lalji Ramji, Mahatma Gandhi Road, Bhavanagar.

## MADRAS.

- 194. National Engineering Works, 107, Surya Narayana Chetty Street, Royapuram, Madras.
- 195. Pioneer Cycle Manufacturing Co., Ltd., 6/32, Broadway, Madras.
- 196. Royal Industries, Rajapalayam, Ramnad District.
- 197. Singh Engineering Works, 1943, Subramania Puram, Mathurai.
- \*198. Union Company (Accessories) Ltd., 29, Mount Road, Madras.
- \*199. Wheel & Rim Co., of (India) Ltd., Huzur Gardens, Sembiam, Madras-11.

## WEST BENGAL.

- \*200. Dunlop Rubber Co., Dunlop House, 57—B, Free School Street, Calcutta. 16.
- 201. Eastern Iron & Steel Corp., Netaji Subash Road, Calcutta.
- 202. Gobindo Shet Metal Works & Foundry, 210, Harison Road, Calcutta.
- \*203. Indian Union Manufacturers (Private) Ltd., 190, Rash Behari Avenue, Bellygunge Calcutta.
- 204. Kashi Cycle & Rikshaw Co., P—25, Puneep Street, Calcutta-13.
- \*205. Nundy & Co., P-62 A. Bentinck Street, Calcutta.
- \*206. New English Cycle Industries, 17/1 Narsingha Dutta Road, Howrah.
- \*207. Republic Engineering Corporation Ltd., 7, Chowringhee Road, Calcutta.
- \*208. Senco Engineering Works, 55/2, Sastialla Road, Narkeldanga, Calcutta.
- 209. The Indian Cycle Mfg. Co. Ltd., 4, Clive Ghat Street, Calcutta.
- \*210. Unique Industries, 37, Masjid Bari Street, Calcutta.

## MYSORE.

- 211. Krishna Tools Engineering Works, Tank Bund Road, Bangalore.
- 212. Sri Krishna Cycle & Motor Works, Mandya, Mysore State.
- 213. The United India Engineering Works, 21-A, Jayachamarajendra Wedeya Road, Bangalore City.

## ANDHRA.

- 214. New Vijay Bharat Industries, Opp. Lady Hospital, Rajahmundry.
- 215. Sri. Krishana Cycle Industries Works, Ambajipetta, East. Godavari District.
- \*216. Wheldone Cycle Company, Devka Manal, Sultan Bazar, Hyderabad.
- \*217. Abdul Khadar Cyclé Stand Co., Rahimpura, Hyderabad-Dn.

## RAJASTHAN.

- \*218. National Bearing Co., Ltd., Jaipur.

**D. Manufacturers of Cycle Tubes (M. S. Tubes)**

- \*1. Godrej & Boyce Manufacturing Co., Ltd. Lalbaug Parel, Bombay-12.
- \*2. Indian Tube Co. (1953) Ltd., 41, Chowringhee Road, Calcutta.
- 3. Ramakrishna Sons Ltd., Iron & Steel Tubes Merchants, Madras.

- \*4. The Premier Automobiles Ltd., Agia Road, Kurla, Bombay.
- \*5. Tube Products of India Ltd., Madras.

#### **E Importers.**

- \*1. All India Importers Association, Churchgate House, Churchgate Station, Vir Nariman Road, Bombay-1.
- 2. English Cycle & Motor Importing Co., No. 244/9, Broadway, P. B. No. 1293, Madras-1.
- 3. Foreign Trade Association (Regd.) Virudhunagar, South India.
- \*4. Hashabi & Company, 295, Bow Bazar Street, Calcutta.
- 5. Hales Brothers (India) Ltd., K. Lekhraj Building, Carnac Bridge, Bombay-3.
- 6. Iron & Steel Hardware Merchants Chamber of India, 153, Narayan Dhuru Street Bombay-3.
- 7. Jankidas & Co., 23/F. Cannaught Place, P.B. No. 223, New Delhi.
- 8. Kathiawar Cycle & Motor Co., 525/27, Kalbaudi Road, P. B. No. 2104, Bombay-2.
- 9. Levetus (Agents) Private Ltd., 408/409, Himalaya House, Palton Road, Bombay.
- 10. Northern India Cycle Importers Association, C/o. Hitkari Brothers, 9, Faiz Bazar, Delhi.
- 11. Oriental Import & Export Co., (Bom.) Ltd., 441, Hasami Premji Building, Kalbaudi Road, Bombay-2.
- 12. Palanivelu Cycle Stores, Vellakovil P.O., Erode, (S. Rly.)
- 13. The Rapid Cycle & Motor Co., Ltd., Kalbaudi Road, Opp. Edward Theatre, Bombay-2.
- \*14. Royal Cycle & Motor Co., 13/14, Broadway, Madras-1.
- \*15. The Burma Cycle Trading Co., 164, Broadway, Madras-1.
- \*16. The Indian Cycle Traders' Association, 35, Bentinck Street, Calcutta.
- \*17. The Madras Cycle Traders' Association, 8/9, Broadway, Madras.
- \*18. The Popular Cycle Importing Co., 8/9, Broadway, P. B. No. 1293, Madras-1.
- 19. The South India Cycle Importing Co., 7, Broadway, P.B.No. 1. Madras-1.
- 20. Vakilal R. Shah, Lalji Mansing Building, Lohar Chawl, Bombay-2.

#### **F. Consumers.**

- \*1. The Secretary to the Government of India, Ministry of Transport, (Stores Purchase Section), Shahjahan Road, New Delhi.
- \*2. The Director General of Supplies & Disposals, Shahjahan Road, New Delhi.
- \*3. The Director General of Posts & Telegraphs, New Delhi.
- \*4. The General Manager, Damodar Valley Corporation, Purchase Department, Anderson House, Alipore, Calcutta-27.
- \*5. The General Manager, Sindhri Fertilisers, Sindhri P. O., Manbhumi, Bihar.
- \*6. The Officer-in-Charge, Canteen Stores Department, (Military Supplies), Ministry of Defence, New Delhi.
- \*7. The Commissioner, Bombay Municipal Corporation, Bombay.
- \*8. The Commissioner, Calcutta Municipal Corporation, Calcutta.
- 9. The Commissioner, Nagpur Municipal Corporation, Nagpur.
- 10. The Commissioner, Poona Municipal Corporation, Poona.
- \*11. The Commissioner, Delhi Municipal Corporation, Delhi.
- \*12. The Chairman, Bombay Port Trust, Ballard Pier, Bombay-1.
- 13. The Chairman, Calcutta Port Trust, Calcutta.
- \*14. The Chairman, Madras Port Trust, Madras.
- \*15. Administrative Officer, Port of Cochin, Cochin.
- \*16. Kandla Port Project, Kandla.
- \*17. Light House Department, Ministry of Transport, Government of India, Bombay.

- \*18. The Times of India, No. 1, D. N. Road, Bombay-1.
- 19. The Hindu, Madras-2.
- \*20. The Statesman, Statesman House, Calcutta-1.

#### **G. Associations**

- \*1. The Cycle Manufacturers' Association, India Exchange, Calcutta-1.
- \*2. United Ludhiana Cycle Manufacturers' Association, Ludhiana.
- \*3. The Bombay Cycle Merchants' Association, 503, Kalbadevi Road, Bombay-2.
- 4. The Ahmedabad Cycle Merchants' Association, Ahmedabad.
- 5. The U. P. Cycle Merchants' Association, Meson Road, Kanpur.
- 6. The Madras Cycle Merchants. Association, 40, Broadway, Madras.
- 7. The India Cycle Traders' Association, 5, Bentinck Street, Calcutta.
- 8. The Iron, Steel & Hardware Merchants' Association, 153, Narayan Dhuru Street , Bombay-3.

#### **H. Government Departments.**

- \* 1. The Chief Industrial Adviser, Ministry of Heavy Industries, Development Wing, Shahjahan Road, New Delhi.
- \* 2. The Development Commissioner, Small Scale Industries, Ministry of Commerce & Consumer Industries, Sundar Nagar, New Delhi.
- \* 3. The Director, Indian Standards Institution, 19-University Road, Civil Lines, Delhi-8.
- \* 4. The Collector of Customs, Bombay.
- \* 5. The Collector of Customs., Madras.
- \* 6. The Collector of Customs, Calcutta.
- \* 7. The Collector of Customs, Cochin.
- \* 8. The Director of Industries, Government of Punjab, Chandigarh.
- \* 9. The Director of Industries, Government of West Bengal, Calcutta.
- \* 10. The Director of Industries, Government of Uttar Pradesh, Lucknow.
- 11. The Director of Industries & Commerce, Government of Madras, Madras.
- \* 12. The Director of Industries, Government of Bombay, Bombay.
- 13. Director of Industries, (Directorate of Rural Development). Government of Assam, Shillong.
- \* 14. Director of Industries, Government of Bihar, Patna.
- \* 15. Director of Industries, Government of Madhya Pradesh, Nagpur.
- 16. Director of Industries, Government of Orissa, Bhubaneshwar.
- 17. The Chief Secretary to the Govt. of Saurashtra, Rajkot.
- 18. The Chief Secretary to the Government of Vidhya Pradesh, Rewa.
- 19. The Chief Secretary to the Govt. of Madhya Bharat, Gwalior.
- \* 20. The Chief Secretary to the Govt. of Pepsu, Patiala.
- 21. The Chief Secretary to the Govt. of Travancore Cochin, Trivandrum.
- 22. The Chief Secretary to the Govt. of Jammu & Kashmir, Srinagar.
- 23. The Chief Secretary to the Govt. of Rajasthan, Jaipur.
- \* 24. The Chief Secretary to the Govt. of Mysore, Bangalore.
- \* 25. The Chief Secretary to the Govt. of Hyderabad, Hyderabad (Dn.)
- 26. The Chief Commissioner, Himachal Pradesh, Simla.
- \* 27. The Chief Commissioner, Delhi.

APPENDIX II  
(*Vide Paragraph 3-4*)

*List of persons who attended the Commission's Public Inquiry*

**A. PRODUCERS**

No.	Name	Representing
1.	Shri S. K. Sen . . . . .	Cycle Manufacturers Assn., Calcutta.
2. ,,	Sardara Singh . . . . .	{ United Ludhiana Cycle Manufacturers' Assn., Ludhiana.
3. ,,	Gurudev Singh . . . . .	
4. ,,	Surendrajit . . . . .	
5. ,,	Harbans Singh . . . . .	{ Punjab Cycle Assemblers' Union, Ludhiana.
6. ,,	Jankidas Chopra . . . . .	
7. ,,	Bishamber Das Kapur . . . . .	{ Atlas Cycle Industries, Sonepat.
8. ,,	Jai Dev Kapur . . . . .	
9. ,,	M. G. Vohra . . . . .	{ Hind Cycles Ltd., Bombay.
10.	Mr. W. H. Pearson . . . . .	
11.	Shri M. C. Gupta . . . . .	India Cycle Manufacturing Co. Ltd., Calcutta.
12. ,,	Abhijit Sen . . . . .	{ Sen Raleigh Industries of India Ltd., Asansol.
13. ,,	D. N. Das Gupta . . . . .	
14. ,,	A. M. Murugappa Chettiar . . . . .	{ T. I. Cycles of India Ltd., Madras.
15.	Mr. B.A. Forsyth . . . . .	
16.	Shri N. K. Aiyer . . . . .	
17. ,,	D. D. Agarwal . . . . .	Hindustan Vehicles Ltd., Calcutta.
18. ,,	M. N. Kamat . . . . .	Wearwell Cycle Co. Ltd., Faridabad.
19. ,,	S. Kumar . . . . .	Pearl Cycle Industries, Delhi.
20. ,,	Sohanlal . . . . .	Avon Cycles Ltd., Ludhiana.
21. ,,	Nundy . . . . .	Nundy & Co., Calcutta.
22. ,,	R. C. Bhalla . . . . .	H. R. Bhalla & Sons, Delhi.
23. ,,	Deshraj Gupta . . . . .	Rampur Engineering Co., Rampur.
24. ,,	V. P. Menon . . . . .	Gopal Metal Works, Lucknow & Director of Industries, U.P.
25. ,,	Badriprasasd Agarwal . . . . .	Metal Goods Mfg. Co., Varanasi (Banaras).
26. ,,	Dharampaul . . . . .	Roadmaster Industries Ltd., Rajpura.
27. ,,	Harbans Singh . . . . .	Deepak Industries, Ludhiana.

No.	Name	Representing
28.	Shri R. K. Das . . . . .	A. K. Cycle Industries, Delhi.
29.	„ K. R. Menon. . . . .	Dunlop Tyre & Rubber Co., Calcutta.
30.	„ S. K. Shah . . . . .	{ Shah Industries, Bombay.
31.	„ P. M. Nanavati . . . . .	
32.	„ D. J. Patel . . . . .	A.B.C. Engineering Corp., Ahmedabad.
33.	„ Janakidas Chopra . . . . .	Super Cycles & Allied Industries, Ludhiana..
34.	„ M. D. Mehta . . . . .	New Haven Steel Ball Corp., Bombay.
35.	„ P. D. Bhaiya . . . . .	National Bearing Co., Jaipur.
36.	„ Shashikant Joshi . . . . .	Precious Die Works, Bombay.
37.	„ Natverlal M. Rawal. . . . .	Indo-Belga Engineering Co., Ahmedabad..
38.	„ P. L. Kumar . . . . .	{ Wheel & Rim Co. Madras.
39.	„ A. K. Bose . . . . .	

## (B) RAW MATERIAL SUPPLIERS.

1.	Shri S. L. Das . . . . .	Indian Tube Co. Ltd., Calcutta.
2.	„ S. K. Shah . . . . .	Premier Automobiles Ltd., Bombay.
3.	„ A. M. M. Arunachalam . . . . .	Tube Products of India Ltd., Madras..
4.	„ Gaskell . . . . .	{ Guest, Keen Williams, Bombay.
5.	„ Khanna . . . . .	
6.	„ N. D. Salukar . . . . .	{ Godrej & Boyce Mfg. Co. Private Ltd.,
7.	„ M. R. Unwalla . . . . .	Bombay.
8.	„ S. Yishwanathan . . . . .	Tata Iron & Steel Co. Ltd., Bombay..

## (C) IMPORTERS.

1.	Shri R. C. Shah . . . . .	All India Importers Assn., Bombay.
2.	„ K. K. Manseta . . . . .	
3.	„ N. B. Talati . . . . .	
4.	„ P. G. Shah . . . . .	
5.	„ B. M. Shah . . . . .	
6.	„ R. K. Berri . . . . .	{ The Bombay Cycle Merchants' Association, Bombay.
7.	„ P. S. Shah . . . . .	
8.	„ S. V. Shah . . . . .	
9.	„ K. B. Talati . . . . .	
10.	„ R. Kochhar . . . . .	
11.	„ N. D. Mehta . . . . .	The Madras Cycle Importers Assn., Madras.

No.	Name	Representing
12.	Shri D. Z. Shah . . . . .	Kathiwar Cycle & Motor Co., Bombay.
13.	„ A. J. Shuttle Worth . . . . .	Federation of British Industries, Bombay.
(D) CONSUMERS.		
1.	Shri S.S. Venkatakrishnan, Director of Supplies & Disposals, Bombay.	The Director General of Supplies & Disposals, New Delhi.
2.	„ G. N. Rabello, Director of Postal Services.	The Director General of Posts & Telegraphs, New Delhi.
3.	„ M. N. Nair . . . . .	The Ministry of Defence (Canteen Stores Dep't.), New Delhi.
4.	„ Franklin D'souza Controller of Stores.	Bombay Municipal Corporation, Bombay
5.	„ D. N. Phull Executive Officer, Directorate General of Shipping.	The Ministry of Transport (Stores Purchase Section) New Delhi.
(E) GOVERNMENT DEPARTMENTS.		
1.	Shri N. Krishnaswami, Development Officer.	Development Wing Ministry of Heavy Industries, New Delhi.
2.	„ B. B. Roy, Deputy Development Officer	Development Commissioner, Small Scale Industries, New Delhi.
3.	„ B. K. Kale, Appraiser, Bombay Customs	The Collector of Customs, Bombay.
4.	„ A. B. Rao . . . . .	The Director, Indian Standards Institution, Delhi.
5.	„ S. B. Basu, Asstt. Iron & Steel Controller	The Iron & Steel Controller, Calcutta.
6.	„ V. V. Apte, Jt. Director of Industries	{ The Director of Industries, Government of
7.	„ V. V. Divetia, Dy. Director of Industries	Bombay, Bombay.
8.	„ N. K. Biswas Dy. Director of Industries	The Director of Industries, Govt. of West Bengal, Calcutta.
9.	„ G. C. Mukerji Dy. Director of Industries, (Planning)	The Chief Commissioner, Delhi.
(F) OBSERVERS.		
1.	Mr. C. H. Haslam . . . . .	British Cycle Industry.
2.	Shri A. R. Usmani . . . . .	A. R. Haselar & Co., Bombay.
3.	„ Harilal C. Desai . . . . .	Rapid Cycle Motor Co., Bombay.
4.	„ A. K. Sanyal . . . . .	{ The 'Two Wheelers', Garg Publishing Co., Delhi.
5.	„ B. D. Garg . . . . .	
6.	Kumari S. P. Vaswani, Head of S.Q.C. Unit, I.S.I. Bombay.	Statistical Quality Control Unit, Bombay.
7.	Shri K. G. Gidwaney . . . . .	{ 'Cycling & Motor Cycling', Gidwaney's publishing Co., Bombay.
8.	„ R. G. Golikeri . . . . .	
9.	„ D. A. Dave . . . . .	Super Cycle Importing Co., Bombay.
10.	„ G. K. Mulay . . . . .	Hales Brothers, Bombay.

**APPENDIX III**

(Vide paragraph 5.2.1)

*Statement giving brief particulars regarding large scale units manufacturing bicycles.*

Sl. No.	Name of the Manu- facturer	Nature of Company	Managing Agents	Foreign Collaborators	Authorised Capital	Paid-up Capital	Non-Indi- an Capital	Labour employed	Technical others	Staff Nos.
2	3	4	5	6	7	8	9	10	11	
1	Atlas Cycle Industries Ltd.,	Public Ltd.	..	..	Rs. 25,00,000	Rs. 12,21,900	..	908	22	215
2	Hind Cycles Ltd.,	..	Birla Bros. (P) Ltd.	..	Rs. 75,00,000	Rs. 42,66,000	Rs. 17,100	1,286	4	323
3	Hindustan Vehicles Ltd. (formerly Hindustan Cy- cle Mfg. & Industrial Corp. Ltd.)	..	..	B.S.A. Co. Ltd., Birmin- gham	Rs. 5,00,00,000	Rs. 5,00,000	..	150	8	10
4	India Cycle Mfg. Co. Ltd.	..	Gupta Bros. (P) Ltd.	..	Rs. 50,00,000	Rs. 8,69,560	Rs. 1,39,130	426	7	96
5	Set-Raleigh Industries Ltd.	..	..	(1) For Cycles--Sen Raleigh. Industries, Nottingham.	Rs. 1,00,00,000	Rs. 99,41,170	Rs. 4,37,260	784	25	53
				(2) For Chains-Union sils Vaude Loo & Co. West Germany.						
				(3) For Saddles-Wittkop & Co. G.M.B.H. West Germany.						

1	2	3	4	5	6	7	8	9	10	11
6	T. I. Cycles of India Ltd.	"	T. M. Industries (P) Ltd.	Tube Investment, Birmingham.	70,00,000	70,00,000	34,30,000	624	7	285
7	Avon Cycles (P) Ltd.,	Private Ltd.	"		5,00,000	2,00,000	..	80	N.A.	N.A.
8	H. R. Bhalla & Sons (P) Ltd.	"	"		10,00,000	2,120,000	..	153	3	44
9	Nandy & Co.	Proprietary	"		..	10,97,745	..	127	..	16
10	Pearl Cycle Industries (P) Ltd.	Private Ltd.	"		5,00,000	4,50,000	..	104	3	16
11	Rampur Engineering Co.	Public Ltd.	"		25,00,000	19,48,170	1,15,596	271	11	35
12	The Wearwell Cycle Co.	Public Ltd. (India) Ltd.	"		50,00,000	6,78,325	10,000	181	23	21
13	The Metal Goods Mfg. Co.	Private Ltd. (P) Ltd.	"		10,00,000	1,50,970	..	448	8	34
14	Popular Cycle Mfg. Co. Ltd.	Public Ltd.	"		50,00,00	5,14,075	..	29	1	15
15	Road Master Industries of India, Ltd.	"	"		20,00,000	4,55,000	..	57	4	21
TOTAL		"	"		9,95,00,000	2,95,12,015	41,49,086	5,628	126	1,184



## APPENDIX IV

*(Vide paragraph 5.2.1.)*

*Statement showing the approved programme of parts and accessories of the large scale bicycle producing units, the list of parts manufactured by them up to the end of 1956, parts imported during 1956, the per pack value of imported components and the parts locally purchased.*

Sl. No	Name of the unit	Approved programme of manufacture	Parts manufactured up to the end of 1956	Parts imported during 1956	Per pack value of imported parts per- mitted (1956)	Parts locally pur- chased.	Per pack value of imported parts per- mitted (1956)
1	2	3	4	5	6	7	Rs.
1	Atlas Cycle Industries Ltd., Sonepat	All major parts which a cycle factory is nor- mally supposed to make.	Saddles, frames, forks, brakes, mudguards, pedals, handle bars, chainwheel and cran- ks, lamp-bracket.	Hubs, freewheel, pedals, axles, chains, spokes, nipples and washers, fork fittings, B.B Axle and fittings.	16	Tyres, tubes, steel balls, handle-grips, pedal rubbers, brake rub- bers, metal labels and paper transfers.	
2	Hind Cycles Ltd., Bombay	Nearly all major parts	All major parts except saddles, spokes and nipples.	Freewheels and chains (Partially), spokes.	5	Tyres, tubes, steel balls, handle-grips, pedal rubbers, brake rub- bers, metal labels and paper transfers.	
3	Hindustan Vehicles Ltd., Calcutta	Under the expansion programme, the unit is supposed to man- ufacture all parts except freewheels, chains, and rims.	Frames, Handlebars, fork, pedals, chain- wheels crank, chain adjuster, lamp brack- et, brakes, seat pil- lars, bolts and nuts.	Handlebars, spo- kes & nipples, fork headparts, B.B She- lls B.B, cups B.B, axle, chains, freewheel.	..	Tyres, tubes, rims mudguards, handle bar, grips, brake rubber, pedal rubber bolts and nuts, re- flectors, metal bad- ges, transfers, steel balls.	

1	2	3	4	5	6	7
					Rs.	Rs.
4 India Cycle Mfg. Co. Ltd., Calcutta.	No definite programme but the import of parts will be regulated by indigenous production of cycle parts. The unit may take up manufacture of major parts as far as possible.	Forks, bells, lamps, carriers, frame, handle bar, chainwheel and crank, pedals, lamp bracket, saddle.	B.B. Cups, B.B. Spin- wheel, spokes.	14	Ball racers, steel balls, chain adjuster, B.B. Cups, cotter pins and nuts, transfers, chain guard, rims, tyres, tubes and other rubber parts.	
5 Sen-Raleigh Industries of India Ltd., Asansol.	All major parts which a cycle factory is normally supposed to make.	Saddles, chains, spokes and nipples, hubs, frame, fork, handle bars, mudguards, chainwheel, brake sets, lamp bracket.	Crank, races free-wheel B.B. fittings, lugs.	18	Tyres, tubes rubber insertions, steel balls, rims and rim tapes.	
6 T.I. Cycles of India Ltd. Ambattur	Ditto.	Handle bars, pedals, hubs, spokes, and nipples, frame lugs, race seatings, frames, forks, chainwheel and crank, brake sets (Manufacture of mudguards and freewheels is underway).	Mudguards, chains, freewheel, adjuster chain, seat pillar, cotter nuts, B.B. fittings, transfers.	17	Steel balls, rims and rim tapes, tyres, tubes, handle grips, brake and pedal rubber.	
7 Avon Cycles Ltd., Ludhiana	Cycle seats, pedals, chain covers, forks, mudguards, frames and handle bars.	Saddles, brake sets, pedals, chain handle bar, fork.	Rims, spokes, hubs, freewheel, chain B.B. fittings, fork head fittings.	24	Steel balls, lamp bracket, mudguard, chain adjuster, cotter pins, rim tapes, chain wheel, seat pillar, tyres tubes, handle grips reflector, chain cover.	

8	H. R. Bhalla & Sons, Delhi	Frames, handle bars, front forks, chainwheel and crank, back stay saddles, pedals, seat pillars, chain guards, lamp bracket, fork crown.	Frames, forks, fork crown, chain stay, seat stay handle bars.	Freewheel, chain, hubs B.B. Axle, cups and shells, spokes, head fittings, frame lugs, rims.	24	Tyres, tubes and other rubber parts, saddles steel balls, chain-wheel, crank sets, mud guards, brakes, lamp brackets, seat pillars, reflectors, rim tapes.
9	Nundy & Co. Calcutta.	Frames, forks, brakes, seat-pillar, seat stay, chain stay, fork blade, fork and steering column, pedals, chain adjusters, lamp bracket, hubs, handle bars, rims and mud guards.	Mudguards, rims frames, fork, brake sets, seat seat pillar, stay, chain stay.	Frame socket, B.B. parts, chains, freewheel, spokes, handle bar, gear cranks, hubs.	24	Lamp bracket, steel balls, cotter pins, rim tapes, pedals, tyres, tubes and other rubber parts.
10	Pearl Cycle Industries, Delhi	Frames, forks, handle bars.	Frames, forks, handle bars.	B.B. Axles, B.B. cups, chains, freewheel, hubs, spokes, rims.	24	Brake sets, chain-wheel and cranks, saddles, lamp brackets, chain adjuster, pedals, mudguards cotter pins, frame cups, seat pillars, tubes and other rubber parts.
11	Rampur Engineering Co. Ltd., Rampur.	Handle bar, brake sets, forks, frames, mudguards, seat stay, lamp brackets, seat stay, chain stay.	Frames, handle bar, fork, brake sets, pedals, carriers, stands, bells.	N. A.	24	N. A.
12	Wearwell Cycle Co. (India) Ltd., Faridabad.	Frames, forks, mudguards, seat pillars, handle bars, pedals, chain and seat stays.	Handle bars, chain-wheels and cranks, chain and seat stays.	Chains, freewheels, hubs, head fittings, bottom fittings, rims	24	Mudguards (part requirements), tyres and tubes, rims (part

	1	2	3	4	5	6	7
13	Gopal Metal Works, Lucknow.	gear cases, brake-sets, chain adjusters, Cotter pins, hubs B.B. Axles and fittings, cranks, tool bags, tools and pumps, spokes, saddle bags and name plates,	lamp brackets, top and bottom seatings, forks, seat pillars, saddles, pedals and brake sets.	bolts and nuts, lugs, B.B. Shells and spokes.	requirements), Pedals (Part requirements).		
14	Hero Cycle Industries, Ludhiana.	Forks, pedals, handle bars, frames, brake sets, mudguards, saddles, chain wheel and crank hubs.	Frames, forks, mudguards, pedals, brake sets, handle bars, stands, chain wheel.	N. A.	..	N. A.	
15	Metal Goods Mfg. Co., Banaras Cant.	Frames, forks, handle bars, mudguards, chain stay, seat pillar, lamp bracket, brake fittings, B.B. shells, lugs, spokes.	Bells, Pumps, Frames, forks, handles, pedals brakes, lamp brackets.	Chains, freeheels, Hubs, rims, B.B. axles, B. B. cups fork, fittings, lugs.	24	Mudguards, chain wheel and crank, spokes and rims.	
16	Popular Cycles Mfg. Co., Agra .	Frames, forks, handle bars, mudguards, seat stay, chain stay, spokes and nipples, brake sets, seat pillars, pedals, hubs, chain wheel and crank, saddles, freewheels.	Frames, forks, handle bars, mudguards, seat and chain stays.	B.B. fittings, fork head fittings, rims, free-wheels, hubs.	24	Tyres, tubes, chains spokes, nipples and washers, brake sets chainwheel and crank, pedals, seat pillar.	

17	Roadmaster Industries of India, Rajpura.	Frames, forks chainwheel and crank, saddles, hubs, B.B. Shells, spokes and nipples.	Spokes and nipples frames, chain stay, seat stay, B.B. shells (finishing only), for- ks with crown co- vers.	Freewheels, chains hubs, B.B. fittings, fork fittings, rims, metal and paper transfers.	(1957)	Handles with brake sets, chainwheel and crank, seat pillars, pedals with rub- bers, tyres tubes.
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## APPENDIX V

[Vide paragraph 5-3-1]

*Statement showing the annual surplus capacity for components available with large scale manufacturers of bicycles.*

(Note :—The figures given herein represent the surplus available for sale after meeting their own requirements for the manufacture of complete bicycles.)

Serial Num- ber	Name of components.	Hind Cycles Limited	Sen-Ralei- gh Indus- ties of In- dia Ltd.	India Cycle Mfg. & Co. Ltd.	Nundy Cycle Mfg. & Co. Ltd.	Popular Cycle Mfg. Co. Ltd.	Hero Cy- cle Indus- ties	Roadmas- ter Indus- ties of In- dia Ltd.	Atlas Cy- cle Indus- ties Ltd.
1	2	3	4	5	6	7	8	9	10
1 Rims,	.	.	49,000	..	3,60,000	..	..	..	..
2 Forks	.	.	50,000	..	12,000	2,00,000	45,000	15,000	50,000
3 Hubs	.	.	..	1,50,000	..	(Fork Blades)	..	..	..
4 Pedals	.	.	..	1,50,000	..	..	..	..	350
5 Chains	.	.	..	..	2,00,000	..	..	..	..
6 Saddles	.	.	..	..	1,50,000	..	..	..	400
7 Spokes and Nipples	.	.	..	..	1,50,000	..	..	..	94,800
					gross			100 gross	100 gross
8 Mudguards	.	.	..	..	13,00,000	45,000	..	..	400
9 Seat Stays	.	.	..	..	..	1,50,000	45,000	..	50,000
10 Chain stays	.	.	..	..	..	1,50,000	45,000	..	50,000
11 Seat Pillars	.	.	..	..	..	2,00,000	..	300 gross	..

12	Handle Bars	.	.	.	.	.	.	.	.	45,000	15,000	..	400
13	Chain wheel	.	.	.	.	.	.	.	.	..	25,000	..	400
14	Frame sockets	.	.	.	.	.	.	.	.	..	300	..	..
15	B.B. Shells	.	.	.	.	.	.	.	.	..	..	6,650	..
16	Brakes	.	.	.	.	.	.	.	.	..	..	..	350

N. B. (1) The following manufacturers have stated that they do not have surplus capacity for components at present.

1. T. I. Cycles of India Ltd.
2. Pearl Cycle Industries Ltd.
3. Avon Cycles Ltd.
4. Hindustan Vehicles Ltd.
5. The Metal Goods Mfg. Co. (P) Ltd.
6. The Wearwell Cycle (Co. (India) Ltd.

(2) H. R. Bhalla & Sons has stated that it has surplus capacity for 12,000 Nos. front forks at present and will have some surplus capacity for handle bars in the near future.

## APPENDIX VI

[*Vide* paragraph 5.3.2]

### STATEMENT I

*Statement showing parts and accessories manufactured by units licensed for manufacturing parts and accessories only.*

(Under the Industries—Development and Regulation—Act 1951)

Serial No.	Name and location of the unit	Parts and accessories manufactured.
1	Indo-Belga Engg. Co. Ahmedabad	Hubs and Pedals.
2	New Haven Steel Ball Corp. Ltd., Bombay.	Cycle Balls.
3	Precious Die Works, Bombay.	Hubs, Pedals and Frames.
4	Shah Industries, Bombay.	Spokes, Nipples and Washers.
5	Racmann Koshatkinn, Delhi.	Handlebars.
6	Indian Cycle & Wire Industries, Delhi.	Spokes, Nipples and Washers.
7	Hindustan Cycle Accessories Mfg. Co., Delhi.	Ditto.
8	Allied Engg. Works, Jullundur City	Forks and Chain Covers.
9	Guru Nanak Mfg. Works, Jullundur City.	Handlebars.
10	Amar Industries, Ludhiana	Handles, Saddles and Seat Springs.
11	Bharat Industrial Works, Lucknow	Mudguards, Carriers, Frames, Seat and Chain Stays, Chain Covers and Forks.
12	Standard & Co. Kanpur	Saddles and Stands.
13	Dunlop Rubber Co. (I) Ltd., Calcutta	Rims.
14	Gobindo Sheet Metal Works & Foundry, Calcutta.	Carriers and Bells.
15	Indian Union Mfg. Co. Ltd., Calcutta	Bells and Carriers.
16	Republic Engg. Corp. Ltd., Calcutta	Axes, Cones, Nuts, B.B. Cups, Crowns Races, & Screw Races.
17	Wheel & Rim Co. of (I) Ltd., Madras-II.	Rims.
18	Hamilton Industries, Bombay	Frames, Handles, Pedals, Chainwheel Cranks, Brake Clips.
19	Gijrals & Co., New Delhi.	Rims.
20	Valia Lalji Ramji, Bhavnagar	Chains.
21	Vedis Enterprises, Delhi.	Valves.
22	Imperial Technical Works, New Delhi	Cycle Handles, Cycle Saddles, Forks, etc.

## STATEMENT II

*Statement showing parts and accessories manufactured by units who replied to the Commission's questionnaire but whose names have not been mentioned by the Development Wing.*

Serial No.	Name of the Unit.	Parts and accessories manufactured.
* 1	Union Company (Accessories) Private Ltd., Madras.	Pumps.
2	R. Dunlop Steel Co. Lucknow	B.B. Shells.
3	The Saibro Engineering Works, Lucknow.	Frames Forks Chain Covers, Carriers & Handles.
4	Bharat Industrial Corporation, Kanpur.	Forks.
5	Unique Industries, Calcutta.	Brake parts complete, Frame Collars, Lamp Brackets.
6	Albert Engineering Works, Phillaur	Forks.
7	Super Cycle Industries, Kanpur	Seats.
8	Senco Engineering Works & Co., (P) Ltd., Calcutta.	Mudguards & Frames.
9	Prince Carrier Works, Varanasi (Banaras).	Bells.
10	Weldone Cycle Company, Hyderabad (Dn.)	Seats.
11	Abdul Khadar Cycle Stand Co., Hyderabad.	Stands & Carriers.
12	Luxmi Metal & Cycle Parts Works, Amritsar.	Carriers & Stands.
13	New English Cycle Industries Howrah	Frames, Forks & Mudguards.
14	A. B. C. Engineering Corporation (P) Ltd., Ahmedabad,	Hubs Cone, Hub Nuts, Axle Rods, Pedals & Pedal Cones.
15	Republic Cycle Industries, Delhi	Frames, Handles, Forks, Chain Wheels, Cranks & Brakes.
16	The Central Cycle Industries Indore	Frames & Forks.
17	J. J. Mallick & Bros., Calcutta	Frames & Forks.
18	Bhogap Sons, Ludhiana	Hub Cups, Hub Cones, & Hub Axles.
19	Navyug Bicycle Industries, Ludhiana	Free Wheel Parts & Pedal Cones.
20	Seth Cycle Industries, Ludhiana	Frames.
21	Commercial Engineering Works, Nagpur.	Stands, Carriers, Fork Guards, Bottom Axles, & Saddle Springs.
*22	The National Bearing Co. Ltd., Jaipur	Steel Ball

\*As far as we know, these units are registered under the Industries (Development and Regulation) Act, 1951.

## APPENDIX VII

[Vide paragraph 6·2]

### STATEMENT I

*Statement showing the money value of production of components and accessories by units who replied to the Commission's questionnaire.*

Serial No.	Name of the Unit	Production in value (Rs.)		
		1954	1955	1956
1	Union Company Accessories (Private) Ltd . . .	Nil	42,800	31,900
2	R. Dunlop Steel Co. . . . .	Nil	Nil	N.A.
3	The Saibre Engineering Works . . . . .	N.A.	N.A.	2,01,900
4	Bharat Industrial Corporation . . . . .	1,07,900	99,700	N.A.
5	Unique Industries . . . . .	28,800	42,200	74,700
6	Albert Engineering Works . . . . .	42,700	55,100	82,900
7	Super Cycle Industries . . . . .	Nil	Nil	N. A.
8	Senco Engineering Works . . . . .	10,500	1,34,800	1,79,800
9	Prince Carrier Works . . . . .	21,600	15,300	N. A.
10	Weldone Cycle Company . . . . .	Nil	Nil	N.A.
11	Abdul Khadar Cycle Stand Co. . . . .	4,400	4,400	5,500
12	Luxmi Metal & Cycle Parts Works . . . . .	49,100	80,900	77,300
13	New English Cycle Industries . . . . .	Nil	1,700	7,400
14	A. B. C. Engineering Corp. (Private) Ltd. . . . .	70,000	75,500	56,500
15	Republic Cycle Industries . . . . .	N. A.	N.A.	N.A.
16	The Central Cycle Industries . . . . .	Nil	Nil	13,600
17	J. J. Mallik & Bros. . . . .	3,00,000	3,48,000	4,10,000
18	Bhogal Sons . . . . .	74,100	1,07,900	1,62,300
19	Navyug Bicycle Industries. . . . .	32,700	48,100	N.A.
20	Seth Cycle Industries . . . . .	Nil	45,000	1,00,000
21	Commercial Engineering Works . . . . .	1,08,000	1,57,000	1,22,500
22	National Bearing Co. . . . .	11,40,300	11,18,300	12,91,100
<b>TOTAL . . . . .</b>		<b>19,90,100</b>	<b>23,76,700</b>	<b>28,17,400</b>

## STATEMENT II

*Statement showing the money value of production of components and accessories by units licensed under the Industries (Development & Regulation) Act, 1951.*

Serial No.	Name of the Unit	Production in value			
		1953	1954	1955	1956
		Rs.	Rs.	Rs.	Rs.
1	Indo-Belga Engineering Co.	6,07,100	10,03,200	6,15,400	9,20,500
2	New Hevan Steel Ball Corpn. Ltd	37,700	2,600	1,700	N.A.
3	Precious Die Works	1,06,600	1,70,700	2,38,700	1,34,900
4	Shah Industries	3,62,400	5,13,200	6,98,000	9,05,600
5	Racmann Koshatkinn	..	..	200	200
6	Indian Cycle & Wire Industries	8,500	1,47,900	1,07,400	49,400
7	Hindustan Cycle Accessories Mfg. Co.	..	..	..	5,86,000
8	Allied Engineering Works	8,000	15,000	13,000	23,400
9	Guru Nanak Mfg. Works	11,400	11,000	15,000	9,800
10	Amar Industries	..	..	..	98,200
11	Bharat Industrial Works	1,12,200	2,10,700	1,76,600	1,86,900
12	Standard & Co.	5,09,900	7,24,200	7,99,000	9,41,800
13	Dunlop Rubber Co.	45,17,800	55,50,800	67,13,000	79,84,700
14	Gobindo Sheet Metal Works	1,97,400	2,08,200	2,08,600	1,54,700
15	Indian Union Mfg. Co. Ltd.	2,52,800	3,20,900	4,23,900	4,20,000
16	Republic Engg. Corp. Ltd.	..	..	..	3,75,300
17	Wheel & Rim Co. of India Ltd.	..	..	..	11,04,700
18	Hamilton Industries	..	..	..	61,000
19	Gujrals & Co.	..	..	..	*
20	Valia Lalji Ramji	..	..	..	*
21	Vedis Enterprises	..	..	..	*
22	Imperial Technical Works	..	..	..	*
TOTAL . . .		67,31,800	88,78,400	1,00,10,500	1,39,57,100

\*Not in production.

## APPENDIX VIII

[Vide paragraph 11.4]

*Statement showing import control policy for cycles and parts and accessories of cycles (other than tyres and tubes) for the licensing period January-June, 1957.*

Part and S. No. of I.T.C. Schedule	Description	Licensing Authority	Policy for established importers	Validity of Licences	REMARKS	6
		1	2	3		
IV—300	Cycles (other than motor cycles) imported entire or in sections.	I.T.C.	10%	6 months	(1) Cycle dynamo lamps may be imported against licences for cycles at the rate of one lamp per cycle.  (2) Quota licences will permit import of cycles with tools, tyres and tubes, and one saddle with each cycle, but without lamps (other than Dynamo lamps), bells, stand and carriers.  (3) Small value licences will be enhanced to a minimum of Rs. 1,000/-.	
301	Parts and accessories of cycles (other than motor cycles) excluding rubber tyres and tubes but including iron and steel bolts and nuts adapted for use on cycles and also mild steel tubes for cycle frames in lengths cut to sizes and screwed e.g., steering tube.	I.T.C.	10%	6 months	(1) Licences will not be valid for the import of :—  (i) Cycle bells. (ii) Cycle lamps other than Dynamo lamps. (iii) Cycle carriers. (iv) Cycle handle grips (in loose condition or fitted with handle bars). (v) Cycle stands. (vi) Plastic Reflectors. (vii) Cycle pedal rubbers (in loose condition). (viii) Cycle brake rubbers (in loose condition).	

- (2) Not more than 40% of the face value of the licence granted for this serial number can be utilised for the import of cycle spokes and nipples.
- (3) Roller chains of  $\frac{1}{2}'' \times \frac{1}{8}''$  size whether in cut to length sizes or in rolls should be treated as bicycle chains and their import will be allowed against licences for parts and accessories of cycles.

- (4) A. U. Applications will also be considered from recognised small scale assemblers or co-operative societies undertaking manufacture of complete bicycles. Such applications should be supported by usual Director of Industries Certificates and will be considered *ad hoc* by C. C. I. Licences, if any granted, will be valid only for the import of the following parts :—

- (a) Lugs and B.B. Shell.
- (b) Free Wheels.
- (c) B. B. fittings (Axes, cups and lock rings).
- (d) Chains.
- (e) Hubs and Fork head fittings.
- (f) Cycle rims.

- (5) Up to 1% of the face value of licences issued under this S. No. can be utilised for import of cycle steel balls of sizes 5/16 inches diameter and below.



## APPENDIX IX

[Vide paragraph 11.6]

*Statement showing the break-down of imports of cycles and cycle parts and accessories according to important countries of origin.*

Countries of Origin	1955-56		1954-55		1955-56		1956-57 (April-Nov.)	
	Quantity	Value	Quantity	Value	Quantity	Value	Quantity	Value
1	2	3	4	5	6	7	8	9
United Kingdom	.	.	.	93,171	Rs. 96,27,562	85,521	Rs. 87,64,754	1,44,555
Japan	.	.	.	1	156	298	23,583	1,199
West Germany	.	.	.	1	75	1	801	71,355
Other Countries	.	.	.	21	3,920	13	2,225	21
Total	.	93,194	96,31,713	85,833	87,91,363	1,45,857	1,37,36,947*	1,10,225*
<b>(i) Cycles imported entire or in sections :</b>								
United Kingdom	.	.	.	705	15,341	525	973	90
Other Countries	.	.	.	Nil	Nil	Nil	Nil	Nil
Total	.	705	15,341	525	973	90	1,150	Nil
<b>(ii) Frames for Cycles :</b>								
United Kingdom	.	.	.	Nil	Nil	Nil	Nil	Nil
Other Countries	.	.	.	Nil	Nil	Nil	Nil	Nil
Total	.	705	15,341	525	973	90	1,150	Nil

(i) *Cycles imported entire or in sections :*

66

	Quantity	Value	Quantity	Value	Quantity	Value	Quantity	Value
United Kingdom	.	.	.	93,171	Rs. 96,27,562	85,521	Rs. 87,64,754	1,44,555
Japan	.	.	.	1	156	298	23,583	1,199
West Germany	.	.	.	1	75	1	801	71,355
Other Countries	.	.	.	21	3,920	13	2,225	21
Total	.	93,194	96,31,713	85,833	87,91,363	1,45,857	1,37,36,947*	1,10,225*

(ii) *Frames for Cycles :*

	Quantity	Value	Quantity	Value	Quantity	Value	Quantity	Value
United Kingdom	.	.	.	705	15,341	525	973	90
Other Countries	.	.	.	Nil	Nil	Nil	Nil	Nil
Total	.	705	15,341	525	973	90	1,150	Nil

(iii) Handle Bars :		Rs.	Rs.	Rs.	Rs.	Rs.
United Kingdom	.	70,974	7,35,782	61,060	5,95,935	49,179*
Japan	.	8,298	66,791	18,630	1,42,758	11,906*
Other Countries	.	Nil	Nil	1	8	37
Total	.	79,272	8,02,573	79,691	7,31,801	61,122*
						5,37,051
						33,716*
						1,13,692*
						49,191
						73,497
						4

(iii) *Handle Bars* :

(iv) *Roller Chains of size 1" X 1/8"*

(v) All other parts and accessories of cycles not otherwise specified.

United Kingdom	.	.	79,18,756	..	1,13,06,571	..	1,26,38,947	..	1,16,63,719
Japan	.	.	3,04,813	..	7,02,741	..	24,07,525	..	27,78,759
Other Countries	.	.	12,42,021	..	28,62,227	..	29,36,823	..	17,09,581
Total	.	.	94,65,590	..	1,48,71,539	..	1,79,83,295	..	1,61,52,059

\* Reported incomplete.

## APPENDIX X

[*Vide paragraph 14-4]**Statement showing the c. i. f. prices and landed costs of imported bicycles and part and accessories of bicycles.**Statement A:—Showing the c. i. f. prices and landed costs of complete bicycles.*

Source of information	Origin of Import	Date of Import	Type and specifications	C.I.F. Price	Customs Duty	Clearing Charges	Landed Cost	Rs. as ps. Rs. as. ps. Rs. as. ps. Rs. as. ps.
1	2	3	4	5	6	7	8	
Collector of Customs, Calcutta.	U.K.	1955-56	B.S.A. (Green)	103	7	0	60	0
Do.	PHILIPS			106	0	0	60	0
Do.	300 A (BLACK)			103	7	0	60	0
Do.	Philips Popular (Green)			59	14	0	60	0
Do.	A. G. BLACK			97	2	0	60	0
Do.	HERCULES			97	2	0	60	0
Do.	Raleigh (Green)			104	3	0	60	0
Do.	Raleigh (Black)			117	14	0	60	0
Do.	Burton-on-Humber			115	3	0	60	0
Do.	MISTER			86	4	0	60	0
JAPAN	MAYAM			71	6	0	67	1
JAPAN	B.S.A. 300 A			73	8	0	67	5
U.K.	1956			105	12	0	60	0
Do.	Philips A. G.			101	6	0	60	0
Do.	Hercules			101	5	0	60	0
Do.	Raleigh			118	7	0	60	0
Do.	Burton-on-Humber (Hopen)			86	4	0	60	0
JAPAN	Mayam			80	7	0	68	0

**Collector of Customs, Madras.**

U.K.	24-12-55	Philips with Dynamo	.	110 2 6 68 6 4 0 3 2 178 12 0
Do.	31-1-56.	Philips do.	.	104 0 0 67 10 9 0 1 3 171 12 0
Do.	27-3-56.	Do.	Do.	109 0 0 68 9 9 0 2 3 177 12 0
Do.	28-3-56.	Do.	Model 22" SG with Dynamo	113 1 3 68 3 0 0 1 9 181 6 0
Do.	3-5-56.	Do.	Do.	104 0 0 67 10 9 0 1 3 171 12 0
Do.	15-5-56.	Do.	24" SG with Dynamo.	112 0 0 67 10 9 0 1 3 179 12 0
Do.	Do.	Do.	24" SG with Dynamo. and 262 Mudguards	109 5 4 67 10 9 0 0 11 177 1 0
Do.	16-5-56.	Do.	Model CDG with Mudguards Gear case and Dynamo (Less Battery container)	148 11 0 69 15 0 0 2 0 218 12 0
Do.	15-2-55	Philips Model AG 24" with Dynamo and Brooke B 12 CP Saddle	.	132 0 0 80 14 10 0 9 2 213 8 0
Do.	6-6-55.	Do.	Less Saddles, Dyna- moset	109 5 0 67 15 3 0 3 9 177 8 0
Do.	23-7-55.	Do.	without Dynamo with mudguards	95 12 0 60 0 0 0 3 7 155 15 7
Do.	11-8-55.	Dynamo less Saddles Olivegreen	.	120 9 0 69 9 0 0 2 0 190 4 0
Do.	21-10-55.	Do.	Model A. G.	92 5 0 60 0 0 0 3 0 152 8 0
Do.	12-12-55.	Do.	with Dynamo less saddles	109 0 0 68 9 9 0 2 3 177 12 0
Do.	12-6-56.	Do.	with Mudguards, Dynamo less saddles	105 0 0 67 3 0 0 5 0 172 8 0
Do.	5-7-56.	Do.	Tyres and Tubes without Dynamo	104 8 0 63 9 0 0 3 0 168 4 0
Do.	3-8-56.	Do.	22" and 24" Tyres and tubes without Dynamo	107 2 4 63 9 0 0 4 8 171 0 0
Do.	27-9-56.	Do.	22"	96 2 0 60 0 0 0 2 0 156 4 0

	1	2	3	4	5	6	7	8
Collector of Customs, Madras.	U.K.	22-3-55	Hercules	Gents Popular 24"	Rs. a. p. Rs. a.	P. Rs. a.	P. Rs. a.	P. Rs. a.
Do.	20-5-56	Do.	with Saddles .	124 7 2	69 1 6 0	3	4 193 12	0
Do.	22-6-56	Do.	with Saddles and Dynamo set. 22x24" 130	0 0	77 12 9 0	3	3 208	0 0
Do.	12-7-55	Do.	with Dynamo less saddle .	103 8 0	68 8 0	0 4	0 172	4 0
Do.	28-10-55	Do.	. .	103 11 0	68 8 0	0 3	0 172	6 0
Do.	23-12-55	Do.	less saddles and Dy- nomo .	89 14 0	60 0 0	0 2	0 150	0 0
Do.	1-2-56	Do.	with Dynamo less saddles .	106 12 2	68 10 8	0 3	2 175	10 0
Do.	27-3-56	Do.	Without saddles .	98 8 0	60 0 0	0 4	0 158	12 0
Do.	27-4-56	Do.	Do.	95 14 0	60 0 0	0 2	0 156	0 0
Do.	25-5-56	Do.	Do.	96 4 0	60 0 0	0 4	0 156	8 0
Do.	14-6-56	Do.	Do.	99 2 0	60 0 0	0 2	0 159	4 0
Do.	5-7-56	Do.	With Tyres, Tubes less saddles .	107 3 0	63 12 0	0 3	0 171	2 0
Do.	3-8-56	Do.	Do.	111 0 0	63 9 0	0 3	0 174	12 0
Do.	27-9-56	Do.	With Tyres, Tubes less saddles .	108 3 0	63 9 0	0 4	0 172	0 0
Do.	15-2-55	BSA	Without Dynamo and saddles .	96 1 0	60 0 0	0 3	0 156	4 0
Do.	27-4-55	Do.	Model 300 A Black .	125 10 8	74 12 0	0 3	4 200	10 0
Do.	11-5-55	Do.	24" with saddles .	126 5 4	74 12 0	0 2	8 201	4 0
Do.	12-7-55	Do.	With gear case and saddles .	134 6 10	74 12 0	0 1	2 209	4 0
Do.	4-8-55	Do.	With gear case, Dy- namoless saddles .	122 5 4	72 10 0	0 2	8 195	2 0
			With gear case and saddles .	127 9 4	74 12 0	0 2	8 202	8 0

U.K.	31-10-55	Do.	22" less saddles	104 8 0 69 0 0 0 2 0 164 10 0
Do.	17-11-55	'B.S.A.	22" less saddles	102 13 0 69 0 0 0 2 8 163 0 0
Do.	28-1-56	Do.	Do.	104 13 9 69 0 0 0 2 3 165 0 0
Do.	4-2-56	Do.	Do.	103 14 9 69 0 0 0 1 3 164 0 0
Do.	28-3-56	Do.	Black	102 13 4 69 0 0 0 2 8 163 0 0
Do.	19-4-56	Do.	22" less saddles (Green)	105 2 8 69 0 0 0 1 4 165 4 0
Do.	19-6-56	Do.	22" and 24" less saddles	102 0 0 69 0 0 0 4 0 162 4 0
Do.	12-7-56	Do.	Model 13 A 24" less saddles	95 10 8 69 0 0 0 3 4 155 14 0
Do.	12-7-56	Do.	Model 300 A 24" less saddles	102 10 8 69 0 0 0 3 4 162 14 0
Do.	13-8-56	Do.	Model 13 A 24" less saddles	95 10 8 69 0 0 0 3 4 155 14 0
Do.	17-9-56	Do.	Do.	95 10 8 69 0 0 0 3 4 155 14 0
Do.	12-1-55	Raleigh	Popular Gents with gear case and saddles	132 10 8 76 9 4 0 4 0 209 8 0
Do.	9-2-55	Do.	Do.	132 10 8 76 9 4 0 4 0 209 8 0
Do.	15-3-55	Do.	Do.	132 11 6 76 9 4 0 3 2 209 8 0
Do.	13-4-55	Do.	with saddle less gear case	119 0 0 67 8 0 0 2 0 186 10 0
Do.	18-5-55	Do.	Do.	137 0 0 76 9 4 0 2 8 213 12 0
Do.	22-6-55	Do.	with saddle less gear case	130 0 0 71 9 0 0 3 0 201 12 0
Do.	11-8-56	Do.	Popular Gents 22", 24" with gear case, Tyres and Tubes less saddles, Pump and Rim tapes.	136 10 8 76 14 0 0 3 4 207 12 0
Do.	25-9-56	Do.	23" Sports Light Gents.	146 10 8 69 9 6 0 3 10 216 8 0
Do.	22-2-55	• Humber	with gear case, saddles and Dynamo.	138 5 4 76 14 0 0 4 8 215 8 0

	1	2	3	4	5	6	7	8
Collector of Customs, Madras.—contd. U.K.	7-4-55	Number	Gents 24" with saddles less Dynamo	Rs. a. p. Rs. a. p. Rs. a. p.				
Do.	21-6-56	Do.	129 0 0 69 2 0 0 4 0 198 6 0					
Do.	31-3-56	Armstrong 20" with saddles Mudguards and Dyna- mo sets.	132 13 9 69 2 0 0 4 3 202 4 0					
Japan	27-3-56	Mistow	111 0 0 76 9 4 0 2 8 187 12 0					
Do.	4-4-56	Do.	22" x 28" Gents with gear case and Dynamo 79 1 9 67 9 0 0 2 3 146 13 0					
U.K.	17-5-56	Howard	22" x 28" less saddles 70 5 0 60 0 0 0 3 0 130 8 0					
Do.	18-6-56	Do. (ROYAL ENFIELD)	Simpson Gents 22" x 28" less saddles. 73 1 0 60 0 0 0 3 0 133 4 0					
U.K.	30-3-55	Cycles without rim tapes	119 6 0 76 13 10 2 10 0 198 13 10					
Do.	30-5-55	Do.	105 5 2 68 0 2 2 10 0 175 15 4					
Do.	25-4-56	Do.	118 11 0 76 6 10 2 10 0 197 11 10					
Do.	"	Do.	118 10 11 76 6 9 2 10 0 197 11 8					
Do.	22-4-55	Do.	104 0 4 67 3 0 2 10 0 173 13 4					
Do.	17-3-55	Do.	125 4 1 60 6 9 2 10 0 188 4 10					
Do.	1-11-55	Cycles without rim tapes and saddles	94 10 1 60 0 0 2 10 0 157 4 1					
Do.	28-10-55	Cycles without saddles, Pumps and tool bags	103 10 10 60 0 0 2 10 0 166 4 10					
Do.	28-6-55	Cycles without rim tapes and saddles	98 11 9 63 13 4 2 10 0 165 3 1					
Do.	26-5-55	Cycles without rim tapes	89 14 0 62 0 11 2 10 0 154 8 11					
Do.	17-8-55	Cycles without rim tapes and saddles	90 5 9 60 0 0 2 10 0 152 15 9					

		21-4-56	Cycles without saddles, Bells, Carriers, stands, Lamps, Pump, gear cases, chain guards and tool kits	82 14 8 60 0 0 2 10 0 145 8 8
		19-4-56	Cycles without rim tapes and saddles	96 15 6 60 0 0 2 10 0 159 9 6
Do.		20-10-55	Cycles	80 14 2 60 0 0 2 10 0 143 8 2
Do.		January 1955		94 8 2 .. .. .. .. .. .. .. ..
Ceylon	U.K.	Do.		150 0 0 .. .. .. .. .. .. ..
Ceylon	U.K.	Do.		146 0 0 .. .. .. .. .. .. ..
U.K.	U.K.	February 1955		94 7 3 .. .. .. .. .. .. ..
Do.		March 1955		95 13 6 .. .. .. .. .. .. ..
Hungary		Do.		67 8 0 .. .. .. .. .. .. ..
U.K.		April 1955		92 10 11 .. .. .. .. .. .. ..
Hungary		April 1955		66 12 10 .. .. .. .. .. .. ..
Japan		Do.		130 0 0 .. .. .. .. .. .. ..
U.K.		May 1955		96 3 7 .. .. .. .. .. .. ..
Hungary		Do.		63 11 3 .. .. .. .. .. .. ..
W. Germany		Do.		190 0 0 .. .. .. .. .. .. ..
U.S.A.		Do.		87 8 0 .. .. .. .. .. .. ..
U.K.		June 1955		94 8 2 .. .. .. .. .. .. ..
Hungary		Do.		66 7 11 .. .. .. .. .. .. ..
U.K.		July 1955		105 10 11 .. .. .. .. .. .. ..
Do.		August 1955		90 6 7 .. .. .. .. .. .. ..
Do.		Sept. 1955		96 8 6 .. .. .. .. .. .. ..
Hungary		Do.		66 6 5 .. .. .. .. .. .. ..
W. Germany		Do.		81 0 0 .. .. .. .. .. .. ..
U.K.		October 1955		94 9 4 .. .. .. .. .. .. ..
U.K.		November 1955		94 15 5 .. .. .. .. .. .. ..
W. Germany		Do.		250 0 0 .. .. .. .. .. .. ..
U.K.		December 1955		96 4 6 .. .. .. .. .. .. ..

Collector of Customs, Bombay.

		1	2	3	4	5	6	7	8	Rs. a. p.				
Hungary	.	Do.	.	.	.	.	.	.	.	136	12	0	..	..
Poland	.	Do.	.	.	.	.	.	.	.	50	0	0	..	..
Czechoslovakia	.	Do.	.	.	.	.	.	.	.	109	9	8	..	..
U.K.	.	January 1956	.	.	.	.	.	.	.	95	12	4	..	..
Do.	.	February 1956	.	.	.	.	.	.	.	97	9	2	..	..
Do.	.	March 1956	.	.	.	.	.	.	.	94	12	10	..	..
Do.	.	April 1956	.	.	.	.	.	.	.	97	14	0	..	..
Czechoslovakia	.	Do.	.	.	.	.	.	.	.	71	3	7	..	..
U.K.	.	May 1956	.	.	.	.	.	.	.	97	13	1	..	..
Japan	.	"Do.	.	.	.	.	.	.	.	60	2	1	..	..
Hungary	.	"Do.	.	.	.	.	.	.	.	110	5	6	..	..
U.K.	.	June 1956	.	.	.	.	.	.	.	110	2	11	..	..
W. Germany	.	Do.	.	.	.	.	.	.	.	157	3	11	..	..
Japan	.	"Do.	.	.	.	.	.	.	.	70	14	7	..	..
Hungary	.	"Do.	.	.	.	.	.	.	.	105	2	7	..	..
U.K.	.	July 1956	.	.	.	.	.	.	.	99	9	4	..	..
W. Germany	.	Do.	.	.	.	.	.	.	.	393	0	0	..	..
Japan	.	Do.	.	.	.	.	.	.	.	71	3	3	..	..
U.S.A.	.	Do.	.	.	.	.	.	.	.	320	0	0	..	..
U.K.	.	August, 1956	.	.	.	.	.	.	.	106	0	4	..	..
Ceylon	.	Do.	.	.	.	.	.	.	.	75	0	0	..	..
Japan	.	Do.	.	.	.	.	.	.	.	70	1	2	..	..
Sweden	.	Do.	.	.	.	.	.	.	.	375	0	0	..	..
Italy	.	Do.	.	.	.	.	.	.	.	113	2	9	..	..
China	.	Do.	.	.	.	.	.	.	.	81	11	9	..	..
U.K.	.	Sept. 1956	.	.	.	.	.	.	.	108	1	6	..	..

Hungary	Sept 1956	.	.	.	.	.	.	94	0	0	.
Japan	Do.	.	.	.	.	.	.	69	1	2	.
U.S.A.	Do.	.	.	.	.	.	.	240	0	0	.
Collector of Customs, Bombay	Oct. 1956	.	.	.	.	.	.	109	15	3	.
U.K.	Do.	.	.	.	.	.	.	72	11	9	.
Japan	Do.	.	.	.	.	.	.	150	0	0	.
Baherin Island	Do.	.	.	.	.	.	.	150	0	0	.
France	Do.	.	.	.	.	.	.	150	0	0	.
U.K.	Nov. 1956	.	.	.	.	.	.	100	12	3	.
Japan	Do.	.	.	.	.	.	.	58	8	6	.
U.K.	Dec. 1956	.	.	.	.	.	.	153	14	3	.
Mozenbik	Do.	.	.	.	.	.	.	182	0	0	.
Japan	"Do.	.	.	.	.	.	.	67	0	0	.
U.K.	Jan 1957	.	Hercules	.	.	.	.	95	0	0	.
Do.	Do.	.	Philips	.	.	.	.	95	0	0	.
Do.	Do.	.	Raleigh	.	.	.	.	108	0	0	.
Do.	Do.	.	B.S.A.	.	.	.	.	98	0	0	.
The Indian Cycle Traders' Association, Calcutta.	—	.	Raleigh Cycles	.	.	.	.	115	12	0	60
—	—	.	B.S.A. Cycles	.	.	.	.	103	6	0	60
—	—	.	Hercules Cycles	.	.	.	.	96	12	0	60
—	—	.	Philips Cycles	.	.	.	.	96	6	0	60
The Burma Cycles Trading Co., Madras.	15-5-56	.	Philips Cycles, Gents without Tyres Tubes and accessories.	.	.	.	.	94	0	0	60
U.K.	Do.	.	Hercules Bicycles	.	.	.	.	97	8	0	60
Hashabi & Co, Calcutta.	10-7-56	.	Philips Bicycles	.	.	.	.	97	0	0	60
U.K.	6-8-56	.	B.S.A.	.	.	.	.	104	0	0	60
Do.	14-7-56	.						0	12	0	164
								12	0	12	0

	1	2	3	4	5	6	7	8
					Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
The Popular Cycle Importing Co. Madras.	Japan	17-5-56.	Japan Mister Green	.	77	8	0	0
	U.K.	7-8-56.	Philips Cycles	.	108	8	0	148
Do.	Do.	Do.	B.S.A. Cycles	.	120	0	0	173
Royal Cycle & Motor Co., Madras		10-10-55	Hercules Cycle Gents 22" or 24" Black enamelled without saddle	.90	0	11	60	2
		1-3-55	Raleigh Cycle Gents 22" or 24" Black enamelled without saddle and without pump, toolbag, tools and reflector.	.115	5	4	54	8
		20-4-56	Armstrong Cycle Gents' 22" or 24" Model J Black enamelled without saddle and without spa- mer and reflector.	.89	2	11	60	0
Do.			Armstrong Cycle Lady's model 22" Black enamelled without saddle and without spanner and reflector but with dress-guard and quadrants	.92	7	8	60	0
		2-5-56.	B.S.A. Cycles Gents 22" or 24" Black enamelled without saddle, without pump tool bag, tools and reflector.	.105	2	1	60	0
		10-5-56.	Royal Enfield Cycle Gents 22" or 24" Black enamelled without saddle and without pump, tool- bag, tools and reflector.	.83	2	4	60	0
		18-5-56.	Philips Cycle A.G. Model Black enamelled 22" or 24" Gents without saddle.	.99	7	11	60	0

*Statement B:- Statement showing c. i. f. prices and landed costs of components of bicycles.*

Source of information	Origin of Import	Date of Import	Type and specifica-	Unit	C.I.F. Prices	Customs Duty	Clearing Charges	Landed Cost	REMARKS
1	2	3	4	5	6	7	8	9	10
<i>I. Free Wheels</i>									
Rs. a. p. Rs. a. p. Rs. a. p. Rs. a. p.									
The Indian Cycle U.K. Traders' Association Calcutta.			Free Wheels B.W. Dozen	25 5 0 17 3 0 ..	42 8 0				
Hashabi & Co., Cal. U.K. cutta.	23-4-56	Herculis Free Wheel 18T.	Each	2 2 6 1 5 6 ..	3 8 0				
The Popular Cycle Im- porting Co., Madras.	12-7-56	Philips Free Wheels	Each	2 4 0 1 7 0 0 1 0 3 12 0					
Royal Cycle and Motor U.K. Co., Madras.	10-5-56	Villiers Free Wheels 18T.	Each	2 0 8 1 4 3 0 0 3 3 5 2					
Collector of Customs, Japan Calcutta.	1955-56	Free wheel	Each	1 8 0 1 1 9 0 1 3 2 11 0					
U.K.	Do.	Free wheel 18T	Each	2 2 0 1 5 0 0 1 3 3 8 3					
U.K.	Do.	Free wheel 22T	Each	2 7 0 1 6 0 0 1 3 3 13 3					
Japan	1956	Free wheel 18T	..	1 8 0 1 1 9 0 2 0 2 11 9					
U.K.	Do.	Free wheel 18T	..	2 2 0 1 5 0 0 2 0 3 9 0					
U.K.	Do.	Free wheel 22T	..	2 7 0 1 6 0 0 2 0 3 15 0					
China	Do.	Free wheel 18T	..	1 5 0 0 15 0 0 2 0 2 6 0					
Collector of Customs, Japan Madras.	7-12-55	'Diana' Brand Free wheel.	Each	1 6 0 1 0 2 0 0 1 2 6 3 $\frac{1}{2}'' \times \frac{1}{8}'' \times 18$ teeth.					

	1	2	3	4	5	6	7	8	9	10
	Rs. a. p. Rs. a. p. Rs. a. p. Rs. a. p.									
Japan . .	4-4-56	'ST' Brand Free wheel.	Do.	1 7 6	1 1 0	..	2 8 6	1 1/2"×1/8"×18 teeth.		
Do. . .	8-5-56	Free Wheel I.V.R. Works (Mijata Ltd.).	Do.	1 9 4	1 2 0	0 0 2	2 1 1	6 1/2"×1/8"×20T.		
Do. . .	Do.	Do.	Do.	2 0 11	1 8 2	0 0 2	3 9 3	1 1/2"×1/8"×22T.		
Do. . .	Do.	Do.	Do.	2 5 9	1 11 7	0 0 2	4 1 6	1 1/2"×1/8"×24T.		
Do. . .	Do.	Do.	Do.	1 8 0	1 1 7	0 0 2	2 9 9	1 1/2"×1/8"×18T.		
U.K. . .	12-6-56	Free wheel Villiers . Each	Do.	2 1 7	1 5 1	0 0 1	3 6 9	Model De-Lux 18T.		
Do. . .	15-9-56	Do.	Do.	2 2 6	1 5 8	0 0 1	3 8 3	Do.		
Do. . .	12-6-56	Free wheel Phillips . Do.	Do.	2 4 5	1 7 1	0 0 1	3 11 6	No. 381-8T		
Do. . .	14-9-56	Do. . .	Do.	2 3 6	1 6 3	0 0 1	3 9 10	Do.		
Do. . .	19-9-56	Free wheel Hercules.	Do.	2 2 8	1 5 10	0 0 1	3 8 7	MC 44-18 Teeth.		
Collector of Customs, Cochin U.K. .	25-4-55	Free wheels .	Do.	2 3 1	1 4 5	0 0 3	3 7 9			
Japan . .	2-11-55	Do. .	Do.	0 13 7	0 10 2	0 0 3	1 8 0			
U.K. . .	27-4-55	Do. .	Do.	1 14 9	1 3 3	0 0 3	3 2 3			
Do. . .	8-12-55	Do. .	Do.	2 1 4	1 5 2	0 0 3	3 6 9			
Japan . .	21-11-55	Do. .	Do.	0 14 11	0 11 1	0 0 3	1 10 3			
Do. . .	13-3-56	B.T.B. Axle and Free wheel.	Do.	0 13 9	0 10 3	0 0 3	1 8 3			

Collector of Customs, Japan Bombay.	U.K.	1956	Free wheels.	Do.	1 7 0 1 2 0 0 0 6 2 9 6		
The Indian Cycle Traders' Association, Calcutta.	U.K.	1956	Do.	Do.	2 1 0 1 4 0 0 1 0 3 6 6		
<i>II Chains</i>							
The Popular Cycle Importing Co., Madras.	Do.	11-8-56	Coventry Chains	Each	2 1 0 1 4 0 0 0 3 3 5 3		
Royal Cycle and Motor Co., Madras-1.	Do.	5-5-56	Do.	Do.	2 0 6 1 4 3 0 0 2 3 4 11		
Collector of Customs, Japan	U.K.	1955-56	Chains	Do.	1 6 0 1 1 0 0 1 2 2 8 2		
Collector of Customs, Czechoslovakia.	U.K.	Do.	Do.	Do.	2 6 0 1 6 0 0 1 3 3 13 3		
Collector of Customs, Madras.	Czechoslovakia.	27-1-56	Cycle Chains (Velo Brand)	Do.	1 0 11 0 12 5 0 0 1 1 13 5		
U.K.	15-9-56	Philips Chains	Do.	2 5 4 1 7 5 0 0 1 3 12 10			
Do.	19-9-56	Hercules Chains	Do.	2 5 4 1 7 5 0 0 1 3 12 10			
Burma Cycle Trading Co.,	Germany	9-7-56	Chains	112 links Do.	1 11 6 1 5 6 0 2 3 3 2 3		
Collector of Customs, Calcutta.	U.K.	1956	Chains	Do.	2 6 0 1 6 6 0 2 0 3 14 6		
Japan	Do.	Do.	Do.	Do.	1 6 0 1 1 6 0 2 0 2 9 6		
Collector of Customs, Bombay.	Do.	Do.	Do.	Do.	1 4 0 0 14 0 0 0 6 2 2 6		
Germany	Do.	Do.	Do.	Do.	1 6 0 0 15 0 0 0 6 2 5 6		
U.K.	Do.	Do.	Do.	Do.	2 1 0 1 3 0 0 1 0 3 5 0		



U.K.	15-9-56	Phillips	.	.	Do.	3 8 11	2 3 2	0 0 2	5 12 3	14G
Do.	Do.	Phillips	.	.	Do.	3 10 4	2 4 8	..	5 15 0	15G
Do.	19-9-56	Hercules	.	.	Do.	3 12 11	2 6 3	0 0 1	6 3 3	H.J. 36 14G 12 1/16"
Collector of Customs, Madras	18-9-56	M/s Reng Union	Gross			3 3 3	2 5 7	0 0 2	5 9 0	Nr-2/15 G X 12 1/8"
Collector of Customs Calcutta.	1956	Spokes	.	.	Do.	2 5 0	1 10 9	0 1 3	4 1 0	
Italy	Do.	Do.	.	.	Do.	5 6 6	3 14 6	0 3 0	9 8 0	
U. K.	Do.	Do.	.	.	Do.	6 4 0	3 15 0	0 3 0	10 6 0	
Collector of Customs Bombay.	Do.	Do.	.	.	Do.	2 14 0	2 1 0	0 1 0	5 0 0	
Germany	Do.	Do.	.	.	Do.	2 15 0	2 0 9	0 0 1	4 15 10	
U.K.	Do.	Do.	.	.	Do.	3 12 0	2 0 0	0 0 6	5 2 6	
<i>VII Rims</i>										
The Indian Cycle Trader's Association, Calcutta	Japan	..	Rims	.	Pair	7 9 0	6 8 0	..	14 1 0	
Royal Cycle and Motor Co., Madras-1	Do.	11-4-56	Rims	.	Do.	6 5 11	5 7 5	0 3 1	12 0 5	
Collector of Customs, Calcutta.	Do.	1955-56	Do.	.	..	7 9 0	5 9 0	0 4 0	13 6 0	
U.K.	Do.	Do.	.	.	..	4 2 0	2 9 0	0 2 0	6 13 0	
Do.	Do.	Do. (Plated)	.	..	7 13 0	4 13 0	0 4 0	12 14 .0		
Collector of Customs, Madras	Japan	31-3-56	Rims	.	Pair	7 6 2	5 6 9	0 1 1	12 14 0	Masslin Stoker 28X14"
U.K.	22-3-56	Do.	.	.	Do.	9 6 4	5 14 8	0 1 0	15 6 0	28X14" 32/40 Holes
Do.	10-7-56	Do.	.	.	Do.	9 10 2	6 1 4	0 1 0	15 12 6	Do.

	1	2	3	4	5	6	7	8	9	10
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	U.K.	Do.	15-9-56	Do.	Dunlop	Do.	9-14 5	6 4 0	0 1 1	16 3 6	Rs. a. p.
Collector of Customs, Calcutta.	Do.	9-10-56	Do.	West Wood	Do.	9 0 8	5 11 4	0 1 0	14 13 0	Do.	
U.K.		1956	Rims G.P.	.	Do.	9 0 0	5 10 0	0 4 0	14 14 0		
Do.	Do.	Do.	Bright	Do.	4 12 0	3 2 0	0 4 0	8 2 0			
Japan	Do.	Do.	Do.	Do.	7 9 0	5 9 0	0 4 0	13 6 0			
Collector of Customs, Bombay.	U.K.	Do.	Do.	Do.	9 8 0	6 5 0	0 1 0	15 14 0			

*V. Saddles*

The Indian Cycle Trainer's Association, Calcutta.  
Royal Cycle and Motor Co., Madras-11

Saddles (Primus Release)

Each

8 8 0

6 10 0

..

15 2 0



Wittkop Spring Saddles.

Do.

7 4 0

8 0 10

0 3 3

15 8 1

Books B-33 Chromium plated saddles.

Do.

14 5 9

9 0 7

0 1 3

23 7 7

Brooks B-12 Release Saddles Chromi-

um plated.

Do.

17 5 6

10 13 6

0 1 5

28 4 5

Books B-33/1 Saddle Chromium plated.

Do.

11 14 6

7 8 0

0 1 3

19 7 9

M.S. Release Saddles

Do.

6 10 10

4 14 8

0 1 1

11 10 7

Terry's spring saddle L-1042.

Do.

12 2 6

7 9 7

0 2 9

19 15 0

Collector of Customs, Calcutta.	Japan Holland	1955-56	Saddle Rejasee	:	Do.	6 3 6 4 8 0 0 3 6 10 14 6
	Do.	Do.	Do.	Do.	Do.	8 3 0 6 0 0 2 3 14 5 3
Japan	1955-56	Saddles	:	Do.	6 3 0 4 7 0 0 3 6 10 13 6	
U.K.	Do.	Do. (B-12)	:	Do.	20 0 0 12 12 0 0 10 6 33 6 6	
Holland	Do.	Do.	:	Do.	8 5 0 6 0 6 0 5 0 14 10 6	
Collector of Customs, Madras.	Japan	19-11-55	Saddle (Hammock M. S. M. Brand) Leather with extra support G. P. spr- ing.	Do.	5 13 9 4 6 0 0 0 3 10 4 0 11½"×9½"	
	Do.	27-3-56	Do.	Do.	6 1 9 4 8 0 0 0 3 10 10 0 Do.	
Germany	19-1-56	Wittkop Staba and Co. Spring Matters Saddles	Do.	6 5 2 4 10 0 0 0 4 10 15 6		
Do.	1-10-56	Do.	Do.	8 5 4 6 1 0 0 0 5 14 6 9		
U.K.	20-4-56	Brookes Saddles	Do.	13 14 2 8 11 6 0 0 4 22 10 0 B. 33 C.P.		
Do.	19-6-56	Do.	Do.	16 2 8 10 3 0 0 0 4 26 6 0 B. 12-B. 33/I.		
Do.	17-9-56	Do.	Do.	11 8 6 7 4 0 0 0 3 18 12 9 18B. 12 C. P.		
Do.	Do.	Do.	Do.	16 4 5 10 4 0 0 0 4 26 8 9		
Do.	14-5-56	Philips Saddle	Do.	14 5 4 9 0 0 0 2 23 5 6 P. 90/3 B.		
Do.	21-5-56	Do.	Do.	9 8 3 6 4 0 0 0 4 15 13 0 P. 109.		
Do.	14-9-56	Do.	Do.	14 6 8 9 2 0 0 0 4 23 9 0 B. 33/I.		
Collector of Customs, Cochin.	Do.	20-10-55	Saddle	..	6 14 4 4 6 1 0 1 0 11 5 5	
Burma Cycle Trading Co., Madras.	Japan	13-11-56	M. S. M. Seat Re- lease type.	Do.	6 6 0 4 12 9 0 3 6 11 6 3	

Collector of Customs, Calcutta.	Customs, Japan	1956	Saddles (Release) .	6	3	0	4	8	0	0	3	6	10	14	6
Holland		Do.	Ditto .	8	3	0	6	0	0	3	0	14	6	0	
U.K.		Do.	Saddles .	6	3	0	4	7	0	0	4	0	10	14	0
Collector of Customs, Bombay.	Japan	Do.	Do. .	5	14	0	4	7	0	0	1	0	10	6	0
Germany		Do.	Do. .	6	14	0	5	1	0	0	1	0	12	0	0
U.K.		Do.	Do. .	9	10	0	6	2	0	0	1	0	15	13	0
<i>VI Chain Wheel and Cranks</i>															
The Indian Cycle Traders Association, Calcutta.	Japan	..	Chain wheel and Cranks.	4	0	0	3	4	0	..	7	4	0		
The Popular Importing Co., Madras.	Japan	12-7-56	Japan chain wheel Set and cranks.	3	15	0	2	15	0	0	1	0	6	15	0
Royal Cycle and Motor Co., Madras.	Japan	4-5-54	Chain wheel & cranks Do.	4	0	6	2	15	1	0	1	0	7	0	7
Collector of Customs, Calcutta.	Japan	1955-56	Chain wheel . Each	4	2	0	2	15	0	0	2	6	7	4	0
U.K.		1955-56	Chain wheel . Do.	6	0	0	3	13	0	0	3	0	10	0	0
Collector of Customs, Bombay.	Japan	1956	Cranks . ..	0	14	0	0	10	6	0	0	6	1	8	6
Collector of Customs, Calcutta.	Japan U.K.	Do.	Chain wheel . Do.	4	2	0	2	15	6	0	4	0	7	5	6
		Do.	Do.	6	2	0	3	13	0	0	4	0	10	3	0



		1	2	3	4	5	6	7	8	9	10	
												Rs. a. p.
Collector of Customs, Calcutta	Japan	1955-56	Forks	.	.	Each	2	6	0	1	12	1
Hashabi and Co., Cal- cutta	U.K.	26-5-56	Philips Forks.	.	Do.	7	4	0	4	8	0	..
Burma Cycle Trading Co., Madras	Do.	13-11-56	Forks with Fitings	.	Do.	6	10	0	3	15	9	0
Collector of Customs, Calcutta	Japan	1956	Forks	.	Do.	2	6	0	1	12	0	..
Collector of Customs, Bombay	Do.	Do.	Do.	.	Do.	2	1	0	1	8	0	0
	U.K.	Do.	Do.	.	Do.	5	8	0	3	9	0	0
						IX. B.B. Fitings						
The Indian Cycle Tra- der's Association, Calcutta	Germany	..	Hub Axles (F.R.) (Union).	.	Doz.	8	2	0	6	9	0	..
U.K.	..	..	B.B. Axles (B.W.)	.	Do.	9	15	0	6	12	0	..
Collector of Customs, Calcutta	Japan	1955-56	Axle (Hub)	.	..	8	0	0	5	14	0	0
U.K.	Do.	Do.	Do.	.	..	8	6	0	6	2	6	0
Japan	Do.	B.B. Centre Axle	.	..	5	6	0	3	14	6	0	9
U.K.	Do.	Do.	.	..	10	14	0	7	0	0	5	6
Collector of Customs, Cochin	Do.	8-12-55	B.B. Axle Brampton B.B.	.	..	0	12	9	0	9	2	0
Royal Cycle and Motor Co., Madras	Do.	28-1-56	Axes Plated	Cadmium 18/4.	Each	0	14	7	0	8	10	0

Collector of Customs, Calcutta .	Germany	1955-56	Hub spindle .	Pairs .	8 0 0	5 15 6	0 4 6	14 4 0
Collector of Customs, Calcutta .	Japan	1955-56	Hub spindle .	Pairs .	8 11 0	6 7 6	0 4 9	15 7 3
Collector of Customs, Cochin .	U.K.	27-4-55	Hub spindle .	..	0 7 1	0 4 6	..	0 11 7
The Popular Cycle Im- porting Co., Madras	Japan	12-7-56	Philips Cones	Gross .	20 0 0	13 4 0	0 4 0	33 8 0
Royal Cycle and Motor Co., Madras-1 .	Germany	27-1-54	Rear Cones .	Doz.	1 7 10	1 0 7	0 1 0	2 9 5
Do.	Do.	Do.	Front Cones .	Do.	1 2 9	0 12 11	0 1 0	2 0 8
Collector of Customs, Calcutta .	Italy	1955-56	Cones .	..	17 5 0	12 11 0	0 9 6	30 9 6
The Indian Cycle Tra- der's Association Calcutta .	U.K.	..	Hubs Philips	Pair .	4 3 0	3 0 0	..	7 3 0
The Popular Cycle Im- porting Co., Madras	Japan	..	Philips Hubs	Do.	4 8 0	2 15 0	0 1 0	7 8 0
Royal Cycle and Motor Co., Madras-1 .	U.K.	13-6-56	Philips Hubs front and rear.	front Do.	4 6 8	2 11 1	0 0 3	7 2 3
Do.	Do.	Do.	Philips Hubs front and rear 'R' Pattern	Do.	4 15 3	3 1 9	0 0 3	8 1 3
Collector of Customs, Calcutta .	U.K.	1955-56	Hubs (Philips)	Do.	4 2 0	2 15 0	0 2 3	7 3 3
Do.	Do.	Do.	Hubs (B.W.) .	Pair .	4 4 0	2 15 6	0 2 3	7 5 9
Collector of Customs Madras-1 .	Do.	4-2-55	Hercules Hubs	Each .	2 15 11	1 14 3	0 0 4	4 15 6*
Do.	15-5-56	Do.	Do.	Do.	1 11 4	1 11 1	0 0 1	2 12 6**
								*H. 114/ WRH rear complete with spindle 6½".
								**Front 32 Holes

		1	2	3	4	5	6	-	7	8	9	9	10
Collector of Customs, Madras 1—contd.	U.K.	15-5-56	Hercules Hubs	.	Each	3 1 2	1 14 11	0 0 2	5 0 3	Rear 40			Holes
	Do.	12-6-56	Phillips Hubs	.	Do.	2 12 8	1 15 0	0 1 4 11	9	Rear No.	168	C.P.	
	Do.	Do.	Do.	.	Do.	2 7 4	1 9 0	0 0 2	4 0 6	Rear No.	39	C.P.	
	Do.	Do.	Do.	.	Do.	2 0 7	1 4 9	0 0 2	3 5 6	Front No.	167	C.P.	
	Do.	Do.	Do.	.	Do.	1 11 0	1 0 11	0 0 1	2 12 0	Front No.	36	C.P.	
	Do.	Do.	Do.	.	Do.	1 14 2	1 2 9	0 0 1	3 1 0	Front No.	37	C.P.	
Hashabi and Calcutta . U.K.		26-5-56	Philips Hubs	Pair	4 7 0	2 13 0	..	7 4 0					
The Indian Cycle Tra- der's Association Calcutta .	Do.	Hub cups	Philips	Gross	12 12 0	9 4 0	..	22 0 0					
	Do.	..	B.B.Cups (Set of 3) B.W.	Doz. set.	10 7 0	7 0 0	..	17 7 0					
Royal Cycle and Motor Co., Madras -1	Do.	28-1-56	Brampton B.B. Cups and Ring Chromi- um plated.	Set	..	0 13 4	0 3 2	0 0 1	1 5 7				
Collector of Customs Calcutta .	Japan	1955-56	B.B. Cup	..	set of 3.	6 3 0	4 8 0	5 3 6	10 14 6				
	U.K.	Do.	B.B. cups	..	Do.	11 8 0	7 4 6	0 5 0	19 1 0				
Collector of Customs Cochin .	Do.	22-4-55	B.B. Cups and lock rings.	..	3 0 4	1 15 0	0 0 3	4 15 7					
Hashabi & Co., Calcutta	Do.	23-4-55	Brampton Cups set 221 Axles.	Set of 3	1 12 0	1 1 6	..	2 13 6					

The Burma Cycle Trading Co., Broadway  
Madras -1

Do.	Do.	8-7-56	B.B. Axle C.P.	Each	0 14 9	0 9 3	0 6 6	1 14 6
Do.	Do.	B.B. Cups C.P.	Set	0 15 6	0 9 6	0 6 6	1 15 6	
The Burma Cycle Trading Co., Madras -1	U.K.	24-7-56	Hub cups	Doz.	1 2 9	0 12 0	0 0 6	1 15 3
Do.	Do.	Hub cones	Doz.	1 9 3	0 15 6	0 3 0	2 11 9	
Do.	Do.	Hubs F.B.	Pair	3 15 9	2 10 0	0 7 0	7 0 9	
Do.	Do.	Hubs F.B. Raleigh.	Do.	6 8 0	3 15 0	0 3 6	10 10 6	
Do.	Do.	Hub Axle	Do.	1 14 0	1 3 0	0 1 3	3 2 3	
Do.	Do.	Hub Cone	Do.	0 4 3	0 1 9	0 0 9	0 6 9	
Do.	Do.	B.B. Axle	Do.	1 4 0	0 11 9	0 0 9	2 0 6	
Collector of Customs, Calcutta	Japan	1956	Axles Hubs	...	8 0 0	5 14 0	0 4 0	14 2 0
Germany	Do.	Do.	Do.	8 6 0	6 2 6	0 4 0	14 13 0	
Japan	Do.	B.B. Axle	Do.	5 6 0	4 12 0	0 4 0	11 6 0	
U.K.	Do.	Do.	Do.	10 14 0	7 0 0	0 4 6	18 2 6	
Japan	Do.	B.B. Cups	Doz.	6 11 0	4 14 0	0 4 0	11 13 0	
U.K.	Do.	Do.	Set of 3	11 8 0	7 4 6	0 5 0	19 1 0	
Japan	Do.	Hub spindle	Pair	8 8 0	6 7 0	0 5 0	15 4 0	
Germany	Do.	Do.	Do.	8 0 0	5 15 6	0 5 0	14 4 6	
U.K.	Do.	Hubs	Pair	4 2 0	2 15 0	0 2 3	7 3 3	
U.K.	1956	Hubs (B.W.)	..	4 4 0	2 15 6	0 2 3	7 5 9	

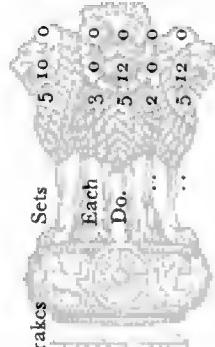
Collector of Customs  
Bombay

Do.	Germany	Do.	Hub Axle Front	..	4 13 0	3 11 0	0 1 0	8 9 0
Do.	Do.	Hub Axle Rear	..	3 7 0	2 9 0	0 1 0	6 1 0	

	1	2	3	4	5	6	7	8	9	10
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Collector of Customs Bombay—contd.	Japan U.K.	1956	B.B. Axle Do. Do. Do. Do.	.. .. .. .. ..	.. 9 4 0 5 13 c 10 5 0	5 13 0 6 0 0 4 7 0 0 1 0	Rs. a. p. Rs. a. p. Rs. a. p. Rs. a. p. Rs. a. p.	10 5 0 15 5 0 10 5 0 10 5 0 10 5 0
	Japan U.K.	1956	B.B. Cups Do. Hub spindle complete	.. .. ..	.. 5 13 c 10 5 0	5 13 c 6 10 0 8 4 0	Rs. a. p. Rs. a. p. Rs. a. p.	10 5 0 10 5 0 14 10 0
	Germany							

X. Handle Brakes



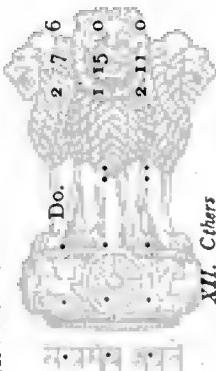
		Handle Brakes	Sets	Rs. a. p.
Collector of Customs Calcutta	Japan Do.	..	5 10 0	4 8 0
Collector of Customs Calcutta	U.K.	1955-56 Brakes Do. Do.	3 0 0 5 12 0 2 0 0	2 3 6 9 6 0 1 6 0
	Japan U.K.	1956 Do. Do.	.. 5 12 9 3 9 6	.. 0 1 0 3 0 3
Collector of Customs Bombay	Japan U.K.	Do. Do.	.. 3 7 0	1 14 0 1 6 0
				0 0 6 0 1 0

XI. Pedals

The Indian Cycle Tra- der's Association Calcutta	Germany	..	Pedals (Union)	Pair	1 12 6	1 6 0	..	3 2 6
The Popular Cycle Importing Co. Madras	Japan	12-7-56 Japan Pedals	Do.	1 12 6	1 6 0	0 0 6	3 3 0	
Royal Cycle and Motor Co., Madras	U.K.	13-6-56 Philips Pedals Stand No. 6½	Do.	2 10 0	1 10 6	0 0 3	4 4 9	

					Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
7—2 Royal Cycle and Motor Co., Madras -1	U.K.	.	13-6-56	Philips Pedal 'R' Pair pattern No. 353	2 12 10	1 12 4	0 0 3	4 9 5	
T. C. Collector of Customs, Calcutta	Bom./57	Japan	1955-56	Pedals	Do.	1 14 0	1 7 0	0 1 0	3 6 0
Collector of Customs, Madras	U.K.	.	Do.	Do.	Do.	2 11 0	1 11 0	0 1 3	4 7 3
Collector of Customs, Madras	Do.	.	19-1-55	Do.	Do.	1 11 1	1 1 0	0 0 2	2 12 3
Do.	Do.	.	12-6-56	Pedals Philips	Do.	2 9 1	1 9 9	0 0 1	4 2 11
Japan	Do.	.	5-7-56	Pedals Ataka & Co.	Do.	1 11 2	1 3 4	0 0 1	2 14 7
Burma Cycle Trading Co., Madras	U.K.	.	24-7-56	Pedals	Do.	2 7 6	1 9 0	0 4 0	4 4 6
Collector of Customs, Calcutta	Japan	.	1956	Do.	Do.	1 15 0	1 7 0	0 2 0	3 8 0
Do.	Do.	.	Do.	Do.	Do.	2 11 0	1 11 0	0 2 0	4 8 0
The Indian Cycle Trader's Association, Calcutta	Do.	.	..	..	Ball Races (Set of 3) Philips.	4 5 0	3 0 0	..	7 5 0
Royal Cycle and Motor Co., Madras	Do.	.	1-4-56	Ball Races set of 3	Doz. sets Philips.	4 7 7	2 13 4	0 0 1	7 5 0
Collector of Customs, Calcutta	Do.	.	1955-56	Ball Races	Doz. Philips.	5 12 0	3 9 6	0 2 3	9 7 9
Royal Cycle and Motor Co., Madras-1	Do.	.	2-8-53	Ten-in-one Spanners	Dez. Philips.	5 0 7	1 9 2	0 2 8	6 12 5

## XII. Charts



1	2	3	4	5	6	7	8	9	10		
Collector of Customs, Calcutta . .	Japan	20-8-53	B.S.A. Box Spanners.	Each	. .	Rs. a. P.					
Do		1955-56	Cotter pins	Gross	. .	6 6 0	4 7 6	0 3 8	11 1 2		
Royal Cycle and Motor Co., Madras . .	U.K.	11-4-56	Brake clips standard Philips.	Gross set	15 4 0	11 1 0	0 8 3	26 13 3			
Do.		Do.	Brakedraw bolts nuts and washers.	Doz.	1 6 8	0 14 2	0 0 1	2 4 11			
Collector of Customs, Calcutta . .	Japan	1955-56	Draw Bolt nuts	Gross	3 12 0	2 13 0	0 2 0	6 11 0			
Germany		Do.	Nipple key	Gross	18 0 0	13 3 0	0 10 0	31 13 0			
Italy		Do.	Fork pipe	Gross	100 42 0	30 14 0	1 6 9	73 5 3			
Collector of Customs, Calcutta . .	Japan	1955-56	Back Stays	Set of 2	1 6 0	1 1 6	0 1 0	2 8 6			
Collector of Customs, Cochin . .	U.K.	19-8-55	Saddle spring	..	1 4 3	0 12 10	0 0 1	2 1 2			
Burma Cycle Trading Co., Madras . .	Germany	9-7-56	Chains 112 Links	Each	1 11 6	1 5 6	0 2 3	3 2 3			
Do.		Do.	Spokes 14G.C.P.	Gross	6 4 0	4 7 6	0 6 0	11 1 6			
Italy		28-7-56	Spokes 14G. C.P.	Do.	4 0 0	12 15 9	0 2 3	7 2 0			
Collector of Customs, Calcutta . .	U.K.	1956	Seat Pillars	..	4 0 0	2 8 0	0 4 0	6 12 0			
Italy		Do.	Fork Pipes	Per 100	42 0 0	30 14 6	1 6 9	76 5 3			
Japan		Do.	Back Stays	set of 2	1 6 0	1 1 6	0 2 0	2 9 6			
U.K.		Do.	Ball Races	..	5 12 0	3 9 6	0 2 6	9 8 0			
Do.		Do.	Draw bolt nuts	Gross	3 12 0	2 13 0	0 2 0	6 11 0			
Japan		Do.	Brake clips	Do.	15 4 0	11 1 0	0 8 3	26 13 3			
Germany		Do.	Cotter Pins	Do.	9 9 0	7 2 0	0 6 0	17 1 0			

*Statement C.* Statement showing the c. i. f. prices and landed costs of accessories of bicycles.

Source of information	Origin of Import	Date of Import	Type and Specifications	Unit	c.i.f. prices			Customs duty	Clearing charges	Landed Cost
					Rs. a. p.	Rs. a. p.	Rs. a. p.			
1	2	3	4	5	6	7	8	9	9	10
The Indian Cycle Trader's Association Calcutta . . . U.K.			Gear Cases B.S.A. . . .	Each .	8	12	0	5	8	0
Collector of Customs, Cochin . . . U.K.			30-3-55 Dynamo Set . . .	Do. .	12	12	0	8	2	0
			30-5-55 Gear Case . . .	Do. .	8	0	0	5	3	3
			Do. . . . .	Do. .	13	10	6	8	10	10
			Dynamo Set . . . . .	Do. .	8	0	0	5	3	3
			Do. . . . .	Do. .	13	10	6	8	10	10
			Gear Case . . . . .	Do. .	8	0	0	5	3	3
			Dynamo Set . . . . .	Do. .	13	10	6	8	10	10
			Do. . . . .	Do. .	12	9	5	8	0	2
			25-4-55 . . . . .	Do. .	7	11	7	5	0	6
			22-4-55 Gear Case . . .	Do. .	12	10	6	8	0	10
			Do. . . . .	Do. .	12	8	4	7	15	8
			Dynamo Set . . . . .	Do. .	13	7	4	8	8	9
			17-3-55 Gear Case . . .	Do. .	7	9	7	4	15	1
			Do. . . . .	Do. .	12	10	6	8	0	10
			1-11-55 Do. . . . .	Do. .	13	7	4	8	8	9
			28-10-55 Gear Case . . .	Do. .	8	8	4	5	8	5
			Do. . . . .	Do. .	13	12	3	8	12	1
			28-6-55 Do. . . . .	Do. .	13	3	6	8	6	6
			26-5-55 Do. . . . .	Do. .	16	1	8	10	3	7

			1	2	3	4	5	6	7	8	9
Collector of Customs, Cochin	U.K.	17-9-55	Dynamo Set	.	.	.	.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
Do.	Do.	19-4-56	Dynamo Set	.	.	.	.	Do.	14 1 5	8 15 3	0 2 0
Collector of Customs, Calcutta	Japan U.K.	1955-56	Do.	Dynamo (538)	.	.	.	Each	13 1 5	8 5 2	0 2 0
Do.	Do.	Do.	Dynamo (539)	.	.	.	Do.	8 6 0	6 5 3	0 4 3	
Do.	Do.	Do.	Dynamo (534)	.	.	.	Do.	12 8 0	7 15 0	0 6 6	
Do.	Do.	Do.	Dynamo	.	.	.	Do.	12 14 0	8 3 0	0 6 6	
Japan U.K.	1956	Do.	Dynamo	.	.	.	Do.	13 12 0	8 11 0	0 7 0	
Do.	Do.	Do.	Dynamo (538)	.	.	.	Do.	8 9 0	6 7 0	0 4 0	
Do.	Do.	Do.	Dynamo (539)	.	.	.	Do.	12 8 0	7 15 0	0 4 0	
Do.	Do.	Do.	Dynamo (534)	.	.	.	Do.	12 14 0	8 3 0	0 4 0	
Collector of Customs, Madras	•	5-3-55	Dynamo Sets (Millers)	Do.	Do.	Do.	Do.	13 12 0	8 11 0	0 4 0	0 2 0
Do.	Miller, 537-T.	Dynamo Sets (Millers) Miller	Do.	Do.	Do.	Do.	16 6 11	10 5 9	0 1 4	26 14 0	0
Do.	534-T	Do.	Do.	Do.	Do.	Do.	Do.	14 6 9	9 1 4	0 1 2	23 9 3
Do.	531-T	Do.	Do.	Do.	Do.	Do.	Do.	13 8 6	8 8 4	0 1 2	22 2 0
Do.	538-T	Do.	Do.	Do.	Do.	Do.	Do.	12 0 2	7 9 0	0 0 10	19 10 0
Do.	539-T	Do.	Do.	Do.	Do.	Do.	Do.	13 8 6	8 8 4	0 1 2	22 2 0
Do.	539-T	Do.	Do.	Do.	Do.	Do.	Do.	13 8 6	8 8 4	0 1 2	22 2 0
Do.	538-T	Do.	Do.	Do.	Do.	Do.	Do.	12 0 2	7 9 0	0 0 10	19 10 0
Holland	9-5-56	Phillips sets Miller R.V.3910/002	Do.	Do.	Do.	Do.	12 13 4	9 6 9	0 1 2	22 5 3	0
Japan	6-6-56	Miller Sankey Elec. Co.	Do.	Do.	Do.	Do.	8 5 4	6 2 0	0 0 8	14 8 0	0
Do.	1956	Dynamo	Do.	Do.	Do.	Do.	1 12 0	1 4 0	0 1 0	3 1 0	0
Collector of Customs, Bombay	Germany English	Do.	Do.	Do.	Do.	Do.	Do.	1 12 0	1 4 0	0 1 0	3 1 0
Royal Cycle and Motor Co., Madras U.K.	Do.	Miller Dynamo sets double bulb C. P.	Do.	Do.	Do.	Do.	13 15 5	8 11 2	0 0 9	22 11 4	0
Do.	Miller Dynamo sets single bulb C. P.	Do.	Do.	Do.	Do.	Do.	13 1 5	8 2 5	0 0 9	21 4 7	0
Do.	Miller Dynamo sets single bulb black.	Do.	Do.	Do.	Do.	Do.	12 3 6	7 9 7	0 0 9	19 13 10	0

## APPENDIX XI

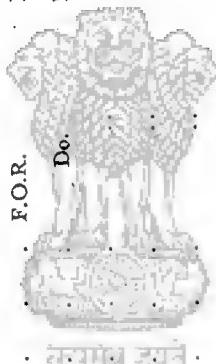
*(Vide paragraph 17)*

*Statement showing the selling prices of indigenous bicycles.*

*(Price in rupees per cycle)*

Sl. No.	Name of manufacturer	Make and specifications	Basis of quotation	Discount allowed	Price		
					1954	1955	1956
1	Hind Cycles Ltd., Bombay	"Hind" without seat	F.O.R. Destination	15%	Rs. 135.0	Rs. 135.0	Rs. 135.0
2	Sen-Raleigh Industries of India Ltd., Asansol.	Raleigh } excluding saddle Rudge } and accessories Humber }	Do.	..	176.0	176.0	164.5
	Robinhood	Do.	..	..	161.0	161.0	151.5
3	T.I. Cycles of India Ltd. Ambattur	'Hercules' Popular model in Black without saddle and other accessories.	Do.	Annual rebate 2/8 per cycle.	161.5	156.0	148.5
4	Atlas Cycle Industries Ltd., Soncpat.	'Eastern Star'	Do.	..	147.0	139.0	129.0
					(upto June, 55) 129.0 (since July 55).		
5	Pearl Cycle Industries Ltd., Delhi.	'Royal Supreme' with seat and chain cover.	Do.	Rebate of Rs. 2/- per cycle for off-take of 24 cycles in 3 months.	..	..	141.0
6	Nundy and Co., Calcutta.	'Vielle' without seat	F.O.R. Howrah	..	..	..	130.0

1	2	3	4	5	6	7	8
7	Avon Cycles Ltd., Ludhiana	'Avon'	.	F.O.R. Destination.	5%	Rs.	Rs.
8	H.R. Bhalla and Sons, Delhi	'Forward' with Dunlop Rims	.	F.O.R. Destination	Rebate of Rs. 2/- per cycle for off-take of 24 cycles in a period of 3 months	125.0	130.0
						..	136.0
						139.0	141.0
9	Popular Cycle Mfg. Co. Ltd., Agra.	'Popular'	.	..	6 1/4 per cent	..	126.5
10	The Rampur Eng. Co., Ltd., 'Hansa'.	.	F.O.R.	Rs. 8/- per cycle	..	..	121.0
11	Rampur. Metal Goods Mfg. Co., Banaras	'Asia'	Do.	Rs. 7/- per cycle	..	..	140.0
12	Prabhat Cycle Industries,	'Prabhat'	..	..	..	..	120.0
13	Ludhiana. Commercial Eng. Works, Nagpur	Not known	..	..	..	..	125.0
14	The Central Cycle Ind.	'Land Master'	..	..	..	..	130.0
15	Indore. Seth Cycle Industries, Ludhiana	Not known	..	..	..	..	132.0



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कानूनी अधिकारी

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